

## 2007-R-094

Property Owner: ISC Investments, Inc.

Agent: Angie J. Jones (Locklin & Jones, P.A.)

Existing Zoning: AG (Agriculture District)  
M1 (Restricted Industrial)

Requested Zoning: HCD (Highway Commercial Development District)

Existing FLUM: Agriculture and Industrial

Requested FLUM: Commercial



## STAFF ANALYSIS

### Part I. General Information:

**Applicant:** ISC Investments, Inc.

**Agent:** Angie J. Jones (Locklin & Jones, P.A.)

**Project Location:** 5494 North Spencerfield Road, Pace

**Parcel Number:** APO 34-2N-0000-00623-0000

**Parcel Size:** Total acreage requested = 14.15 (+/-) acres

**Purpose:** Commercial Development

**Requested Action(s):** (1) Amendment of the Land Development Code Official Zoning Map changing the zoning district **from AG and M1 to HCD**; and,  
(2) Large scale amendment of the Comprehensive Plan Future Land Use Map changing the future land use designation **from Agriculture and Industrial to Commercial**.

**Existing Zoning Description:** AG (Agriculture District) allows detached single family residential structures and mobile homes. Also allows accessory structures, facilities and uses customarily found on farms and used expressly for activities conducted in connection with farming operations, commercial and non-commercial agriculture, poultry, horse and livestock raising, provided all buildings for such accessory uses meet setback requirements for primary buildings. Maximum allowable density = 1 dwelling unit (du) per acre.

Restricted Industrial (M1) zoning district allows for a limited range of Industrial and related uses which conform to a high level of Performance Standards.

The uses which this district is designed to accommodate include general assembly, warehousing and distribution activities. In addition, major repair and service activities, as well as limited impact manufacturing activities. Residential development is excluded from this district, both to protect residences from an undesirable environment and to ensure the preservation of adequate areas for industrial development. One single family dwelling unit, occupied by the owner or an employee of the principal use, is permitted for security purposes.

**Proposed Zoning Descriptions:** Highway Commercial Development (HCD) District allows for a wide range of uses appropriate and easily accessible to major transportation corridors.

Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize the HCD District. Additionally, this district is generally located adjacent to districts characterized by medium to high density residential development and areas of more intensive commercial use.



Multiple family residential uses are allowed as a Conditional Use only upon determination by the Zoning Board of Adjustment.

**Existing FLUM:** Agriculture and Industrial

**Proposed FLUM:** Commercial

**Current Use of Land:** Wooded and vacant

**Surrounding Zoning:** North and west of the proposed rezoning is Ag (Agriculture District) and R1A (Single Family Residential District). South and southwest is HCD (Highway Commercial Development District). East is Ag (Agriculture District).

**Rezoning History:** In 2006, approximately 10 acres south/southeast and a portion of the proposed amendment was rezoned to HCD (Highway Commercial Development District) and M1 Restricted Industrial District). In 2003, 20 acres northeast of the property were rezoned to R1A. In 1993, 4.25 acres east of the property were rezoned to R1.

## **Part II. Data and Analysis**

**Traffic:** The proposed amendment impacts segments of Woodbine Road, Berryhill Road, and Highway 90 that are near capacity based on an update of the County's concurrency management system. In addition, the amendment will impact segments that are expected to exceed capacity within the planning timeframe.

Capacity improvements for Woodbine Road are presently in the design phase and construction is expected to be funded through impact fees and/or proportionate fair share payments. Berryhill Road is presently evaluated as one segment using average annual daily trips. Re-segmenting that roadway and evaluating peak-hour-peak-direction trips is expected to reveal a more favorable capacity condition.

Overall roadway network plans that include adoption of a long range concurrency management plan are being considered by the County and that plan will be included in the County's Comprehensive Plan.

**Potable Water:** The applicant's analysis indicates current capacity for the proposed development verified by the servicing utility (Pace Water Systems, Inc.). Staff has reviewed the potable water information and concurs with the applicant's analysis.

**Sanitary Sewer:** The applicant's analysis indicates current capacity for the proposed development verified by the servicing utility (Pace Water Systems, Inc.). Staff has reviewed the sanitary sewer information and concurs with the applicant's analysis.

**Solid Waste:** The applicant indicates a private hauler will be used to transport solid waste from the site. Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.



**Drainage:** Staff has reviewed the drainage information and concurs with the applicant's analysis.

**Parks, Recreation and Open Space:** A rezoning to HCD would not increase demand on recreation facilities.

**Schools:** A rezoning to HCD would not increase demand on school facilities.

**Military Compatibility:** The property location directly north of NOLF Spencer is within a Military Airport Zone (MAZ). Approximately 8 (+/-) acres of the proposed 14.15 acres are located within an Accident Potential Zone (APZ) One. Uses within the MAZ are restricted as shown on table 11-4 (enclosed) and performance standards such as lighting are strengthened. Permitted uses within an APZ 1 are restricted to printing and publishing, warehousing and storage, repair services; contract construction services, and limited agricultural activities. Single family residential, storm water retention, parks, and parking lots require conditional use approval.

**Consistency with the Adopted Comprehensive Plan:** Staff has reviewed this information and generally concurs with the applicant's analysis, except as noted in this staff analysis.

**Compatibility:**

Several Land Development Code Articles apply with respect to the compatibility and/or suitability of the requested amendment as follows:

Article 6.05.15.A states *"This district is intended to be situated along selected segments of major thoroughfares in the vicinity of major intersections" and "This district is generally located adjacent to districts characterized by medium to high density residential development and areas of more intensive commercial use"*.

The subject property is currently surrounded by AG (Agriculture District) to the north and east. M1 (Restricted Industrial District) located on the western boundary is a portion of this proposed amendment. Commercial FLUM and Highway Commercial (HCD) zoning border the subject property south, southwest, and southeast along North Spencerfield and West Spencerfield Roads. Existing land use of the HCD parcels to the south is currently vacant and wooded. A church is located east of the site with residential uses located north.

The parcel is located over one mile from a major intersection; therefore, it does not meet the locational criteria for HCD zoning. Additionally, the scale of the proposed commercial area is out of character with the area.

Y:\PlanZone\2007 CPA & Rezoning\INDIVIDUAL PROJECTS for 2007\07-R-094; AJones, ISC; LSA Ag,In to Com; Rezone Ag, M1 to HCD (14.15 acres)\07-R-094, Staff Analysis.doc



- D. **Conditional Uses or Activities:** The land uses permitted by Article Six are incompatible with and prohibited within a zone or surface except if such use complies with conditions or standards creating compatibility. A conditional use established under this section is only allowed where the underlying zoning allows such use pursuant to Article Six. Such uses or activities classified as a conditional use are denoted in Table 11-4 by a “C” under the applicable zone or surface. Conditional use criteria or additional development standards are described in Section 11.04.03.

<b>Table 11-4</b> <b>Potential Compatible Uses within Military Airport Zones</b>					
<b>Land Use</b>	<b>CZ</b>	<b>APZ 1</b>	<b>APZ 2</b>	<b>MAZ</b>	<b>MAIA</b>
<b>Residential</b>					
Single Family Dwelling	N	C,1	C,2	Y	Y
Multifamily Dwellings, Including Duplexes	N	N	N	N, 7	Y
Transient Lodging Including Hotels And Group Quarters	N	N	N	Y	Y
<b>Industrial/Manufacturing</b>					
Food And Kindred Products; Textile Mill Products; Paper Mills; Any Use Industrial Activity Generating Smoke Or Steam Reaching 150 Feet Above Ground Level	N	N	N	N	N
Apparel; Chemicals & Allied Products Activities; Petroleum Refining & Related Rubber & Misc. Plastic Products	N	N	N	N	C
Lumber & Wood Products; Furniture & Fixtures; Paper And Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight;	N	N	Y	Y	Y
Professional, Scientific & Control Instruments	N	N	N	Y	Y
Printing And Publishing	N	Y	Y	Y	Y
Aerospace Products, Parts Manufacturing, Or Related Activities	N	N	C	Y	Y
<b>Services</b>					
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y	Y
Telemarketing Bureaus	N	N	N	N	Y
Warehousing And Storage Services	N	Y	Y	Y	Y
Hospitals, Medical Offices, Nursing Homes	N	N	N	C,4	Y
<b>Communications And Utilities</b>					
Telecommunication Towers	N	N	N	N	Y
Water Impoundments; Wet Stormwater Ponds	N	C	C	Y	Y
<b>Agriculture</b>					
Aviaries; Pigeonry Including Pigeon Lofts Or Racing	N	N	N	N	N
Outdoor Aquaculture And Fish Hatcheries	N	N	N	N	N
Agriculture Except Livestock	Y	Y	Y	Y	Y
Livestock Farming; Animal Productions; Animal Breeding; Kennels	N	C,5	C,5	Y	Y
Crop Farming Requiring Soil Disturbance	N	Y	Y	Y	Y
Forestry Activities	N	C	Y	Y	Y



<b>Land Use</b>	<b>CZ</b>	<b>APZ 1</b>	<b>APZ 2</b>	<b>MAZ</b>	<b>MAIA</b>
Exotic Farm Animals (Ostrich, Emus, Alpaca, etc.)	N	N	N	N	Y
Mining And Extraction					
Mining Activities (Including Borrow Pits)	N	Y	Y	Y	Y
Commercial/Retail Trade					
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	N	N	N	Y	Y
General Merchandise (Retail); Food Retail; Apparel And Accessories(Retail); Shopping Centers	N	N	Y	Y	Y
Furniture; Home Furnishings (Retail)	N	N	C	Y	Y
Eating & Drinking Establishments	N	N	N	C	Y
Eating & Drinking Establishments, Outdoor Seating	N	N	N	C	Y
Fire Work Sales	N	N	N	N	Y
Outdoor Food Vendors	N	N	N	Y	Y
Personal & Business Services					
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	N	N	Y	Y	Y
Repair Services; Contract Construction Services	N	Y	Y	Y	Y
Automobile Service Stations	N	N	Y	Y	Y
Conservation					
Wetland Mitigation	N	C,6	C,6	C,6	C,6
Nature Exhibits, Zoos	N	N	N	Y	Y
Public, Public Assembly, Quasi-Public Services					
Government Services	N	N	N	Y	Y
Educational Services (Including Private Schools); Cultural Activities; Libraries	N	N	N	C	Y
Civic Or Non-Profit Social Organizations	N	N	Y	Y	Y
Cemeteries	N	Y	Y	Y	Y
Religious Buildings; Chapels	N	N	N	Y	Y
Public Assembly	N	N	N	N	Y
Outdoor Recreation And Entertainment					
Playground; Neighborhood Parks	N	C	C	Y	Y
Community & Regional Parks	N	N	N	Y	Y
Spectator Sports Including Arenas Or Stadiums	N	N	N	Y	Y
Golf Courses; Driving Ranges (no lighted facilities allowed)	N	N	Y	Y	Y
Lighted Golf Courses; Driving Ranges	N	N	N	N	Y
Riding Stables; Equestrian Facilities	N	N	N	N	Y
Entertainment Assembly; Amphitheater; Music Shell	N	N	N	N	Y
Amusement Or Theme Parks; Miniature Golf, Go-Carts	N	N	Y	Y	Y
Resorts And Campgrounds; RV Parks	N	N	N	N	Y
Outdoor Gun Clubs, Shooting Or Archery Ranges	N	N	N	N	C
Movie Theatres, Live Theatre, Auditoriums, Concert Halls	N	N	N	N	Y
Outdoor Movie Theatres, Light/Laser Shows	N	N	N	N	C
Transportation, Communication And Utilities					
Wet stormwater ponds	N	N	N	N	Y



<b><u>Land Use</u></b>	<b><u>CZ</u></b>	<b><u>APZ 1</u></b>	<b><u>APZ 2</u></b>	<b><u>MAZ</u></b>	<b><u>MAIA</u></b>
Railroads	N	Y	Y	Y	Y
Automobile Or Truck Parking	N	C	Y	Y	Y
Unpaved Local Streets	C	Y	Y	Y	Y
Highways And Paved Streets	N	C	Y	Y	Y
Solid Waste Disposal (Landfills, Incineration, Etc.)	N	N	N	N	N

1. Density limited to one unit per five acres. Subdivision design and building location may be subject to Article 4.
2. Density not to exceed two units per one acre or existing zoning density, whichever is less. Subdivision design and building location may be subject to Article Four.
3. No more than four units per individual building.
4. Must be located outside any existing or future noise zone with a 55 DNL<sup>1</sup> or greater.
5. Grazing allowed but feedlots and intensive stock yards are prohibited.
6. Mitigation must occur outside the APZ unless alternative site is not approved by the applicable state agency.
7. Multifamily up to 4 units per building may be allowed within the NOLF Holley MAZ.

*(Modified Ord. No. 2006-04, 2-9-06)*

**Abbreviations/Acronyms for Table 11-4**

CZ – clear zone for a military airport or airfield  
APZ1 – accident potential zone category one  
APZ2 – accident potential zone category two  
MAIA – Military Airport Influence Area

**11.04.03 CONDITIONAL USE CRITERIA:** This section is to be used with Table 11-4 for the purposes of placing regulatory conditions on proposed development or uses to establish land use compatibility with military airport operations. This criteria is to be applied to those land uses denoted under a zone or surface as a conditional use

- A. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, and traffic as well as noise, vibration, odor or dust generated by military airport or ground activities.
- B. Noise, vibration, odor or dust generated by military airport or ground activities can be mitigated through application of other Code standards, or other reasonable conditions

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<sup>1</sup> DNL: Day/night average sound level means the twenty-four hour average sound level in decibels obtained after the addition of ten decibels to the night-time sound level measured from 10:00 p.m. to 7:00 a.m.



## **REZONING/LARGE-SCALE PLAN AMENDMENT**

*Approximately 14.15 acres on North Spencer Field Road  
(a portion of 17.90 acre parcel)*

*August 2007*

Property Reference #: (APO) 34-2N-29-0000-00623-0000

### **Existing Zoning:**

AG (Agriculture/Rural Residential)  
M-1 (Restricted Industrial District)  
HCD (Highway Commercial Development)

### **Existing FLU:**

AG (Agricultural)  
INDUS (Industrial)  
COMM (Commercial)

### **Requested Zoning:**

HCD (Highway Commercial Development)

### **Requested FLU:**

COMM (Commercial)

### **Prepared By:**



RBA Project # 2007099 – North Spencer Field Rezoning



## **Narrative**

The subject parcel is located near the intersection of North Spencerfield and West Spencerfield Roads and is approximately 17.90 acres in size. Under a previous application, the Zoning and Future Land Use Category was amended for approximately 3.75 acres of the 17.90 acre parcel, and is therefore excluded under this amendment request. The current zoning of this 3.75 acre portion is HCD (Highway Commercial Development), with a Future Land Use Category of Commercial. The property owner is requesting an amendment to the current zoning and Future Land Use Category (FLU) of the remaining 14.15 acres to a HCD and Commercial, respectively.

Approximately 1.35 acres of the 14.15 acres is currently zoned M-1 (Restricted Industrial) and a FLU designation as Industrial, with the remaining 12.80 acres currently zoned AG (Agriculture/ Rural Residential) and a FLU designation as Agriculture.

This parcel is located in Pace, on the north side of North Spencer Field Road approximately one mile south of Berryhill Road and 500 feet east of West Spencer Field Road - see Attachment "A" and "B", Location Map and Aerial Photograph, respectively. The entire site is undeveloped and vacant in use.

The current growth in the area suggests that additional areas of commercial use are warranted to support residential developments. Infrastructure is in place to support development as described in detail in this report. It is the intent of this report to show that this request for rezoning and future land use category amendment is in accordance with the Santa Rosa County Comprehensive Plan and that the infrastructure is in place to support such a development.

The property is currently undeveloped and is bordered to the North by Twelve Oaks Drive; to the South, North Spencerfield Road; to the East, a parcel primarily zoned AG, but also zoned HCD and developed as Pace Community Church; and to the West, areas primarily zoned AG but also zoned HCD and are undeveloped with the exception of four single family residences.

The existing zoning description of approximately 12.80 acres of the subject parcel is AG (Agriculture/Rural Residential) - see Attachment "C", Current Zoning Map. As described in the Santa Rosa County Land Development Code, the AG district is designated to provide suitable areas for low density residential development. This district will be characterized by a single family detached structure and such other structures as are accessory thereto. This district also may include, as specifically provided for in these regulations conditional uses for community facilities and utilities which service specifically the residents of this district, or which are benefited by and compatible with a rural residential and farming environment. Such facilities should be accessibly located and appropriately situated in order to satisfy special requirements of the respective community facilities. The maximum allowable residential density is one (1) dwelling unit per acre.



The existing zoning description of approximately 1.35 acres of the subject parcel is M-1 (Restricted Industrial) - see Attachment “C”, Current Zoning Map. Per the Santa Rosa County Land Development Code, this district is designed to accommodate a limited range of industrial and related uses which conform to a high level of performance standards. Industrial activity of this type is intended to be carried out within completely enclosed buildings where ever practical, and outdoor storage must be visually screened from adjacent residential areas. The uses which this district is designed to accommodate include general assembly, warehousing and distribution activities. In addition, major repair and service activities, as well as limited impact manufacturing activities meeting performance standards are intended to be accommodated in this district. Finally, commercial trade and service activities not compatible with activities adaptive to more restrictive districts, but which satisfy site plan criteria and performance criteria of the M-1 district, should be accommodated in the M-1 district. Residential development is excluded from this district, both to protect residences from an undesirable environment and to ensure the preservation of adequate areas for industrial development. Community facilities and trade establishments which provide needed services to industrial development also are intended to be accommodated in this district.

The proposed zoning description of subject property is HCD (Highway Commercial Development) - see Attachment “D”, Proposed Zoning. As described in the Santa Rosa County Land Development Code this district is designated to provide for a wide range of uses in appropriate and easily accessible locations adjacent to major transportation corridors and having access to a wide market area. This district is intended to be situated along selected segments of major thoroughfares in the vicinity of major intersections. In order to determine a conservative, yet reasonable impact on existing infrastructure, a maximum building size of approximately 40% of the parcel area was assumed. This results in a building gross floor area of 250,000 sf. All proposed impacts to existing infrastructure are based on this maximum building size.

As stated above, the current land use of subject property is vacant and undeveloped (see Attachments “B” and “E”, Aerial Photograph and Existing Land Use Map, respectively).

Proposed Land Use: Commercial

### **Property Description**

The subject parcel is located on the north side of North Spencerfield Road approximately 500 east of West Spencerfield Road – see Attachment “A” and “B”, Location Map and Aerial Photograph, respectively.

### **Consistency with Proposed Santa Rosa County 2000-2020 Comprehensive Plan**

The proposed development is consistent with the proposed Santa Rosa County 2000-2020 Comprehensive Plan Future Land Use (see Attachment “F” and “G”, Existing Future Land Use Map and Proposed Future Land Use Map, respectively). There is sufficient infrastructure in place to support the development.



## **Sanitary Sewer**

Pace Water System, Inc. provides sanitary sewer for the area and has an existing 8" gravity sewer line on Twelve Oaks Drive and a 3" force main line on the north side of North Spencerfield Road. The proposed development would most likely require a lift station and private force main which could extend to connect to either of these lines. Expected sewer flow for a maximum allowable build-out for development on the property is estimated at 29,167 gallons per day (250,000 sf / 3,000 sf/EDU x 350 gal/day/EDU = 29,167 gpd). The projected year 2010 and 2020 data was provided by Pace Water System.

### **Current Data:**

#### Pace Water System, Inc.

Maximum Capacity:	1.5 million gallons per day
Average Flow:	1.1 million gallons per day

### **Projected Year 2010 Data:**

#### Pace Water System, Inc.

Maximum Capacity:	5.0 million gallons per day
Demand:	2.836 million gallons per day

### **Projected Year 2020 Data:**

#### Pace Water System, Inc.

Maximum Capacity:	5.0 million gallons per day
Demand:	5.455 million gallons per day

The proposed amendment is not expected to create capacity problems for Pace Water System, Inc. A letter from Pace Water Systems, indicating their capacity to accommodate the development is attached as Attachment "H". Additionally, wastewater treatment facilities permitted in the State of Florida are required by Section 62-600.405, Florida Administrative Code (F.A.C.) to "provide for the timely planning, design, and construction of wastewater facilities necessary to provide proper treatment and reuse or disposal of domestic wastewater and management of domestic wastewater residuals". Section 62-600.405 F.A.C. also provides requirements for such facilities to submit periodic capacity analysis reports, construction permit and operating permit applications for expanded facilities required to meet projected demands. Based on the above data, Pace Water System, Inc. will have the ability to accommodate the demand for sanitary sewer in the year 2020.



## **Potable Water**

Pace Water Systems, Inc. provides potable water service for the area and has an existing 6" water main on the south side of Twelve Oaks Drive and a 6" water main on the north side of North Spencerfield Road. Expected potable water demand for the maximum build-out is 29,167 gallons per day ( $250,000 \text{ sf} / 3,000 \text{ sf/EDU} \times 350 \text{ gal/day/EDU} = 29,167 \text{ gpd}$ ).

### **Current Data:**

#### Pace Water System, Inc.

Maximum Capacity:	11.160 million gallons per day
Average Flow:	3.574 million gallons per day

### **Projected Year 2010 Data:**

#### Pace Water System, Inc.

Maximum Capacity:	11.160 million gallons per day
Demand:	4.758 million gallons per day

### **Projected Year 2020 Data:**

#### Pace Water System, Inc.

Maximum Capacity:	11.160 million gallons per day
Demand:	7.422 million gallons per day

The proposed amendment is not expected to create capacity problems for the Pace Water System. A letter from Pace Water Systems, indicating their capacity to accommodate the development is attached as Attachment "H".

## **Solid Waste**

Solid waste disposal services for this proposed development will be provided by private contract vendors. Expected solid waste for a maximum allowable build-out for development of the property is estimated at 1,750 pounds per day ( $6 \text{ ppc/d} \times 250,000 \text{ sf} / 3,000 \text{ EDU/sf} \times 3.5 \text{ people/EDU}$ ). Adequate capacity is currently available in facilities operated by Santa Rosa County. With a current maximum capacity of 593 acres of landfill and approximately 84 acres filled, the County anticipates adequate solid waste capacity for at least the next 75 years. This proposed development will not adversely affect the adopted LOS standard. The following data was provided by Santa Rosa County Planning & Zoning:



Projected Solid Waste Demand and Capacity Central Landfill - Santa Rosa County					
<i>Year</i>	<i>Permanent Population</i>	<i>Seasonal Population</i>	<i>Total Population</i>	<i>Total Demand @ LOS 6 ppc/d</i>	<i>Countywide Capacity</i>
2000	117,743	3,496	123,239	0.739 mp/d - 1,231 cy/d - 0.449 mcy/y	19.868 mc/y
2005	134,080	3,848	137,928	0.828 mp/d - 1,380 cy/d - 0.504 mcy/y	17.623 mc/y
2010	152,872	4,144	159,026	0.954 mp/d - 1,590 cy/d - 0.580 mcy/y	15.103 mc/y
2020	188,800	5,051	195,871	1.175 mp/d - 1,958 cy/d - 0.715 mcy/y	9.303 mc/y
<b>Source:</b> Santa Rosa County Planning & Zoning, 2003. (Assume 600 pounds per cubic yard) ppc/d = pounds per capita per day; mp/d = millions of pound per day; cy/d = cubic yards per day; mcy/y = millions of cubic yards per year; mc/y = millions of cubic yards.					

## Drainage

Drainage of the proposed development will be accomplished via conventional storm water collection and treatment mechanism (i.e. curb and gutter, swales, retention ponds, etc.). The retention ponds will be designed and constructed in accordance with rules and regulations set forth in the Santa Rosa County Land Development Code and Florida Statute 62-25 (FDEP). In issuing a Development Order for the proposed development, Santa Rosa County will review all construction drawings and design documents to insure that the drainage elements of the development are in accordance with all State and local criteria.

## Traffic

A traffic analysis has been conducted by Engineering and Planning Resources P.C. and is included in Attachment “Q” of this report.

## Parks, Recreation and Open Space

Information provided by the Santa Rosa County Planning and Zoning Department indicates that Santa Rosa County has adequate parks and open spaces to meet projected growth through 2010 and that the proposed development will not degrade the adopted level of service for parks, recreation and open space.

Maximum Demand: 3,542 acres  
 Current: 245,967 acres



## **Consistency with the Adopted Comprehensive Plan**

The following pages address specific elements of the adopted Santa Rosa County Comprehensive Plan and appropriate sections of the Santa Rosa County Land Development Code. Review of the information presented on the following pages will demonstrate that this proposed amendment is consistent with the adopted Comprehensive Plan for Santa Rosa County.

**Policy 3.1.E.6:** The County shall use the latest version of the Flood Damage Prevention Ordinance promulgated by FEMA to determine the location of the 100-year floodplain and flood prone areas and development shall be limited in those areas, consistent with FEMA requirements.

**Response:** The subject Property is located within a FEMA Zone X, areas determined to be outside 500 year flood plain, as shown on National Flood Insurance Map, Community Panel Number 12113C0294 G, map revised December 19, 2006. The areas adjacent to the subject property are also located in the FEMA Flood Zone X. This request is, therefore, consistent with this policy.

**Policy 3.1.G.4:** No future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such findings upon receipt of a report from the LPA.

**Response:** The Spencerfield Road area is becoming a significant corridor for development in Santa Rosa County. The proposed development is located within close proximity to existing residential neighborhoods, schools, shopping and other facilities, and thereby discourages urban sprawl by concentrating commercial facilities along major corridors. This request, therefore, is consistent with this policy. It should be noted that approximately 3.75 acres of the subject parcel is already zoned HCD with a Future Land Use category Commercial. This request is being made to amend these designations for the remaining 14.15 acres of the subject parcel.

**Policy 6.3.B.3:** The LOS standards for drainage and water quality shall be:

- A) Retain the first inch of run-off; and
- B) Post development run-off shall not exceed the pre-development run-off rate for all storm events, up to and including an event with a 24-hour duration, 100-year return frequency.
- C) Post development run-off in constrained basins shall not exceed the pre-development run-off rate for a 100-year storm event during all storm events, up to and including an event with a 24-hour duration, 100-year return frequency.



D) Post development run-off in closed basins shall be retained on-site for all storm events, up to and including the 24-hour duration, 100-year return frequency storm event.

Note: The LDC regulations include design and performance standards pursuant to Section 62-25, F.A.C. and Section 62-301, F.A.C.

**Response:** The proposed development designed and constructed in accordance with rules and regulations set forth in the Santa Rosa County Land Development Code and Florida Statute 62-25 (FDEP).

**Policy 8.1.A.2:** The land use categories shown on the FLUM's take into account the compatibility of development with natural resources. In reviewing requests for amendments to the FLUM, the County will consider the impact of the request on the environmentally sensitive land uses and will direct the incompatible land uses away from such areas. For purposes of FLUM amendment reviews, incompatible uses would be those that would necessarily result in greater impact to on-site environmentally sensitive lands than would occur under the current Future Land Use designation. If necessary to fulfill this requirement, the applicant may be required to submit a survey indicating the of environmentally sensitive lands along with site plans demonstrating the potential impact of development under the current Future Land Use designation and under the Future Land Use designation.

**Response:** The soil types found on this site are Bonifay Loamy Sands and Troup Loamy Sands (0-5% slopes). These soils are well drained soils as described in the NRCS Soil Survey for Santa Rosa County.

Any construction performed on this site will necessarily meet all local and state building criteria including soil and subsoil preparation requirements. See Attachment "T", Soils Map.

The National Wetlands Inventory Map as Attachment "J" indicates that the entire property consist of uplands. If necessary, prior to development, biologist will evaluate the potential and character of the subject wetlands and define the exact limits for possible exclusion from development. It is the intent of the prospective developers to avoid wetland impact fully. This request is therefore, consistent with this policy.

The Santa Rosa County GIS Map as Attachment "K", Vegetative Communities Map, indicates the predominant vegetation species on the site is mixed coniferous forests a smaller area designated as disturbed lands.

The Santa Rosa County GIS Map as Attachment "L", Strategic Habitat Map, indicates there are areas of hardwood swamps, pinelands, barren lands and grasslands. If necessary, the subject property will be evaluated by an experienced biologist for endangered species habitat prior to development. Should any endangered species habitat be found, measures will be taken for avoidance, minimization and in rare cases relocation



within state and local guidelines. Based on the maps provided and records that we are aware of there are no potential environmental issues which would be prohibitive for development of this property.

The Santa Rosa County GIS Map as Attachment “M”, Habitat and Land Cover Map, indicates the site consists of Non-Habitat/Conservation Area.

See Attachment “N” for the Santa Rosa County GIS Biodiversity Hot Spots Map indicating the site does not contain focal species outside of the background levels.

See Attachment “O” for the Santa Rosa County GIS Military Airport Zone for NOLF Spencer Map indicating the subject site is within Accident Potential Zones A & B and within the Noise Contour ranges up to 75 decibels.

See Attachment “P” for the Santa Rosa County GIS Wellhead Protection Map indicating the subject site is outside of the 500’ radius of the Sand and Gravel Aquifer public supply water well located in this area.

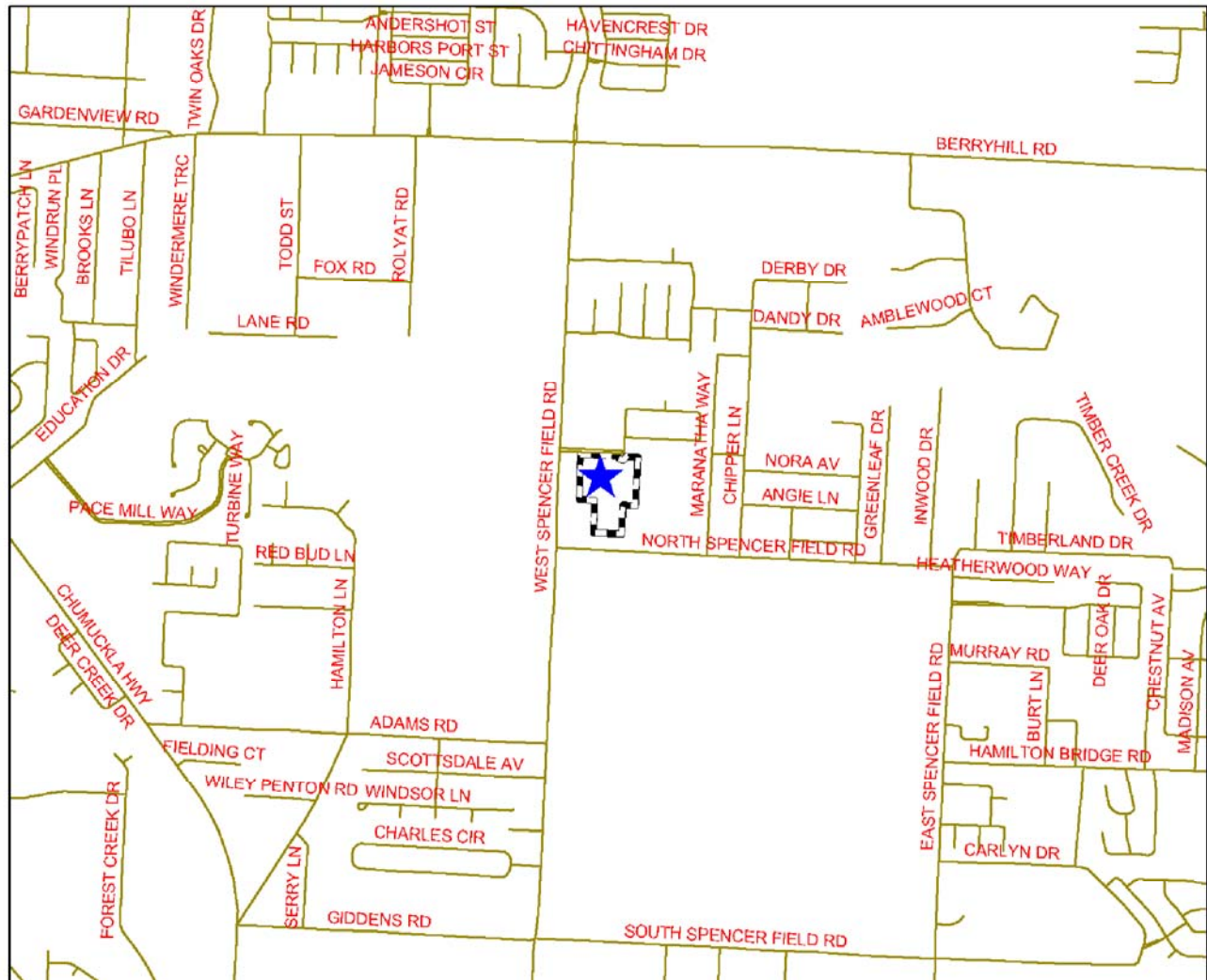


## List of Attachments

Attachment “A”	-	Location Map
Attachment “B”	-	Aerial Photograph
Attachment “C”	-	Current Zoning Map
Attachment “D”	-	Proposed Zoning Map
Attachment “E”	-	Existing Land Use Map
Attachment “F”	-	Existing Future Land Use Map
Attachment “G”	-	Proposed Future Land Use Map
Attachment “H”	-	Pace Water Systems Water/Sewer Availability Letter
Attachment “I”	-	Soils Map
Attachment “J”	-	Wetlands Map
Attachment “K”	-	Vegetative Communities Map
Attachment “L”	-	Strategic Habitat Map
Attachment “M”	-	Habitat and Land Cover Map
Attachment “N”	-	Biodiversity Hot Spots Map
Attachment “O”	-	Military Airport Zone for NOLF Spencer
Attachment “P”	-	Wellhead Protection Map
Attachment “Q”	-	Traffic Analysis – Supporting Documentation



# ATTACHMENT "A" - LOCATION MAP



1 inch equals 2,000 feet

## Legend

Streets



Grand Isle Resorts LSA



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Civil and Environmental Engineers

214 E. Church Street

Pensacola, Florida 32502

Telephone 850.438.0400 Fax 850.438.0448

Project Name: NORTH SPENCERFIELD ROAD

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007099

Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

A



# ATTACHMENT "B" - AERIAL VIEW



1 inch equals 500 feet



## Legend

- Streets
- Grand Isle Resorts LSA
- Parcels

### TextDisclaimer:

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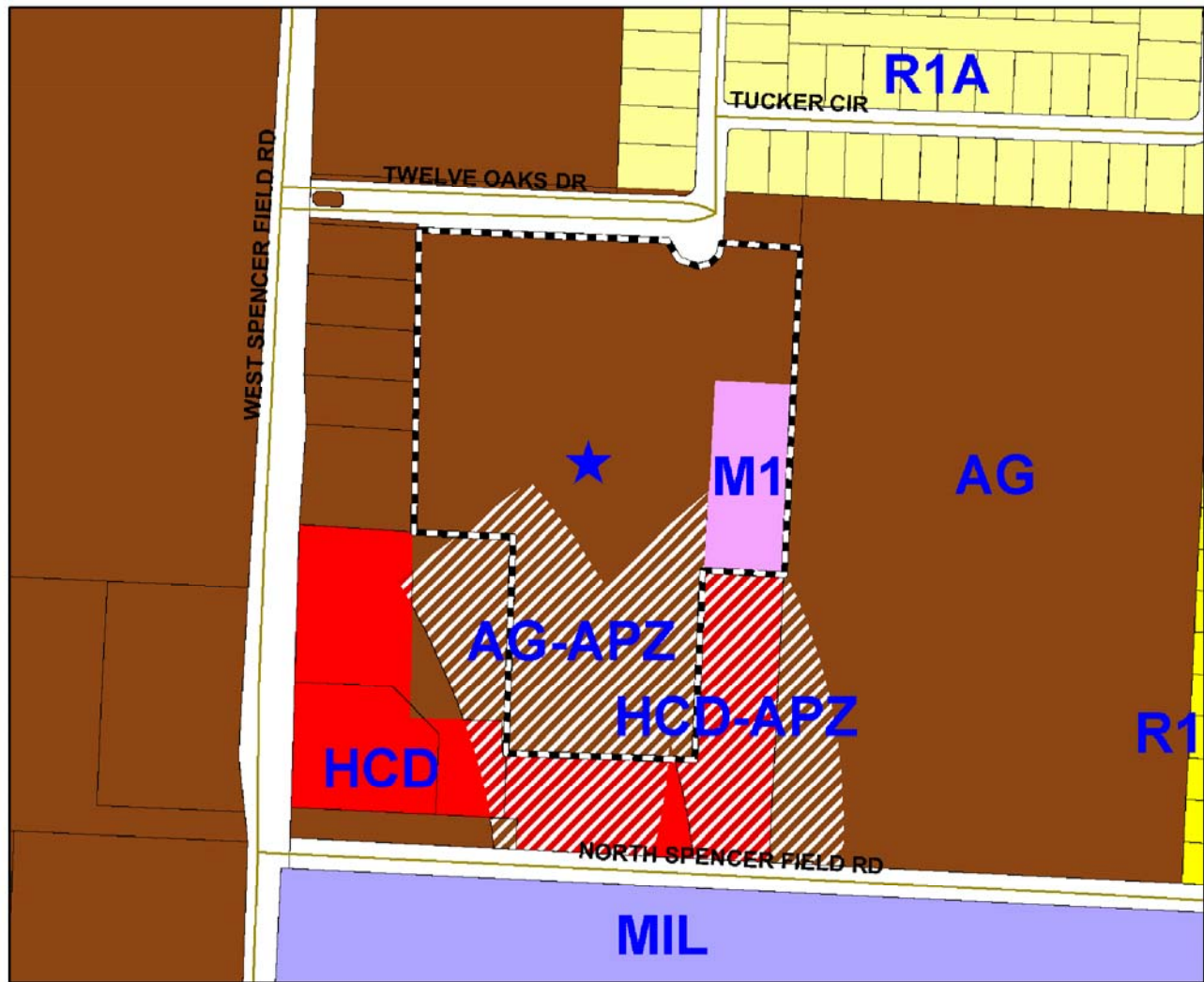
Date: AUG 28, 2007

DRAWING No.

B



# ATTACHMENT "C" - CURRENT ZONING MAP



1 inch equals 300 feet



## Legend

Streets	HCD within the Navarre Town Center (HCD-NTC)	Active Park (P-2)	R2 within the Heart of Navarre (R2-HON)	Navarre Beach - Conservation/Recreation
Grand Isle Resorts LSA	Historical/Single Family (HR-1)	P2 within an Accident Potential Zone (P2-APZ)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Parcels	Historical/Multiple Family (HR-2)	P2 within the Heart of Navarre (P2-HON)	R2M within an Accident Potential Zone (R2M-APZ)	Navarre Beach - Medium High Density
<b>Zoning District</b>	Restricted Industrial (M1)	Planned Business District (PBD)	R2M within the Navarre Town Center (R2M-NTC)	Navarre Beach - Utilities
Agriculture/Rural Residential (AG)	M1 within an Accident Potential Zone (M1-APZ)	Planned Unit Development (PUD)	Medium High Density Residential (R-3)	State
AG within an Accident Potential Zone (AG-APZ)	M1 within the Heart of Navarre (M1-HON)	Single Family Residential (R-1)	Rural Residential Single Family (RR-1)	State within an Accident Potential Zone (STATE-APZ)
Agriculture (AG2)	General Industrial (M2)	R1 within an Accident Potential Zone (R1-APZ)	RR1 within an Accident Potential Zone (RR1-APZ)	RAIL
AG2 within an Accident Potential Zone (AG2-APZ)	M2 within an Accident Potential Zone (M2-APZ)	R1 within the Heart of Navarre (R1-HON)	Navarre Town Center 1 (TC1)	Right of Ways
Marina (C-1M)	Planned Industrial Development (PID)	Single Family Residential (R-1A)	Navarre Town Center 2 (TC2)	Military
Marina and Yacht Club (C-2M)	Neighborhood Commercial (NC)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Commercial	Water
Historical/Commercial (HC-1)	NC-APZ	R1M within an Accident Potential Zone (R1M-APZ)	Hotel - Navarre Beach	Municipal Boundaries
Highway Commercial Development (HCD)	NC within the Heart of Navarre (NC-HON)	R1M within the Heart of Navarre (R1M-HON)	Navarre Beach - High Density	
HCD within an Accident Potential Zone (HCD-APZ)	Passive Park (P-1)	Medium Density Residential (R-2)	Navarre Beach - Medium Density	
HCD within the Heart of Navarre (HCD-HON)	P1 within the Heart of Navarre (P1-HON)	R2 within an Accident Potential Zone (R2-APZ)	Navarre Beach - Planned Mixed Use Development	

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**Job No.: 2007099**

**Scale: NTS**

**Dr. By: CFS**

**Ck By: PAB**

**Date: AUG 28, 2007**

**DRAWING No.**

**C**



This is an aerial map of a property in Spencer, MA. The property is highlighted in red and labeled 'HCD' with a blue star. It is bordered by 'AG' to the west, 'MIL' to the south, and 'R1A' to the north. Roads shown include 'WEST SPENCER FIELD RD', 'TUCKER CIR', 'TWELVE OAKS DR', 'MARANATHA WAY', 'MILLIE LN', and 'CHIPPER LN'. Other zoning districts visible are 'AG-APZ', 'HCD-APZ', 'R1', and 'P2'.



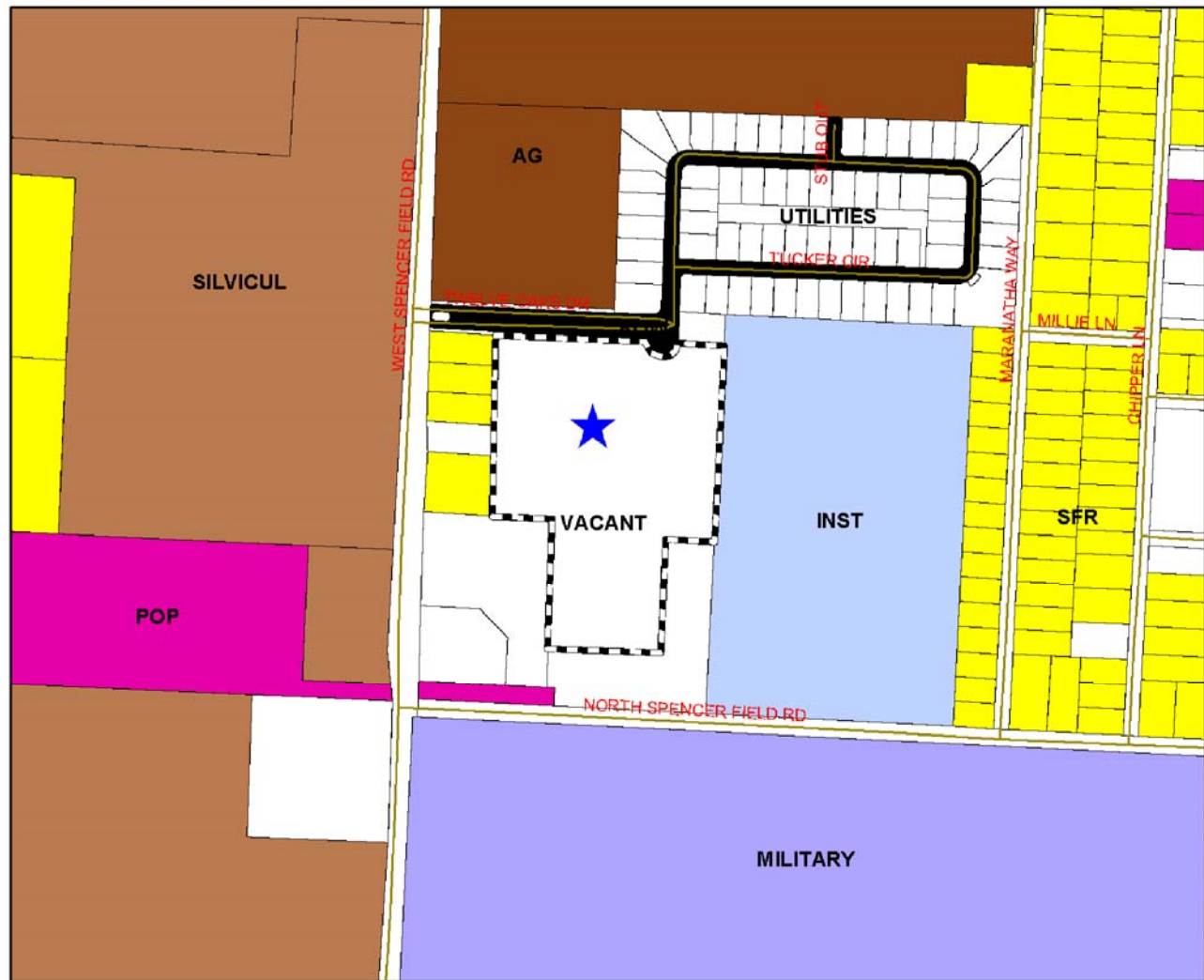
	Streets		HCD within the Heart of Navarre (HCD-HON)		P1 within the Heart of Navarre (P1-HON)		R2 within an Accident Potential Zone (R2-APZ)		Navarre Beach - Planned Mixed Use Development
	Main Roads		HCD within the Navarre Town Center (HCD-NTC)		Active Park (P-2)		R2 within the Heart of Navarre (R2-HON)		Navarre Beach - Conservation/Recreation
	Grand Isle Resorts LSA		Historical/Single Family (H-R-1)		P2 within an Accident Potential Zone (P2-APZ)		Medium Density Mixed Residential (R-2M)		Navarre Beach - Single Family
	Parcels		Historical/Multiple Family (H-R-2)		P2 within the Heart of Navarre (P2-HON)		R2M within an Accident Potential Zone (R2M-APZ)		Navarre Beach - Medium High Density
	Zoning District		Restricted Industrial (M-1)		Planned Business District (PBD)		R2M within the Navarre Town Center (R2M-NTC)		Navarre Beach - Utilities
	Agriculture/Rural Residential (AG)		M1 within an Accident Potential Zone (M1-APZ)		Planned Unit Development (PUD)		Medium High Density Residential (R-3)		State
	AG within an Accident Potential Zone (AG-APZ)		M1 within the Heart of Navarre (M1-HON)		Single Family Residential (R-1)		Rural Residential Single Family (RR-1)		State within an Accident Potential Zone (STATE-APZ)
	Agriculture (AG2)		General Industrial (M2)		R1 within an Accident Potential Zone (R1-APZ)		RR1 within an Accident Potential Zone (RR1-APZ)		RAIL
	AG2 within an Accident Potential Zone (AG2-APZ)		M2 within an Accident Potential Zone (M2-APZ)		R1 within the Heart of Navarre (R1-HON)		Navarre Town Center 1 (TC1)		Right of Ways
	Marina (C-1M)		Planned Industrial Development (PID)		Single Family Residential (R-1A)		Navarre Town Center 2 (TC2)		Military
	Marina and Yacht Club (C-2M)		Neighborhood Commercial (NC)		Mixed Residential Subdivision (R-1M)		Navarre Beach - Commercial		Water
	Historical/Commercial (HC-1)		NC-APZ		R1M within an Accident Potential Zone (R1M-APZ)		Hotel - Navarre Beach		Municipal Boundaries
	Highway Commercial Development (HCD)		NC within the Heart of Navarre (NC-HON)		R1M within the Heart of Navarre (R1M-HON)		Navarre Beach - High Density		gsdata GISADMIN nose
	HCD within an Accident Potential Zone (HCD-APZ)		Pasadena Park (P-1)		Medium Density Residential (R-2)		Navarre Beach - Medium Density		gsdata GISADMIN arifield
									gsdata GISADMIN arifield

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# ATTACHMENT "E" - EXISTING LAND USE MAP



1 inch equals 500 feet



## Legend

Streets	City	Recreation/Open Space
Grand Isle Resorts LSA	Commercial	Right of Way
Parcels	Institutional	Single Family Residential
ELUM	Military	Silviculture
<b>CATEGORY</b>	Mixed Residential/Commercial	Unknown
Agriculture	Office	Vacant
Agriculture Homestead	Public Owned Property	Water
Condo/Townhomes	Recreation/Commercial	

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Telephone 850.438.0400 Fax 850.438.0448

Project Name: NORTH SPENCERFIELD ROAD

Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007099

Scale: NTS

Dr. By: CFS

Ck By: PAB

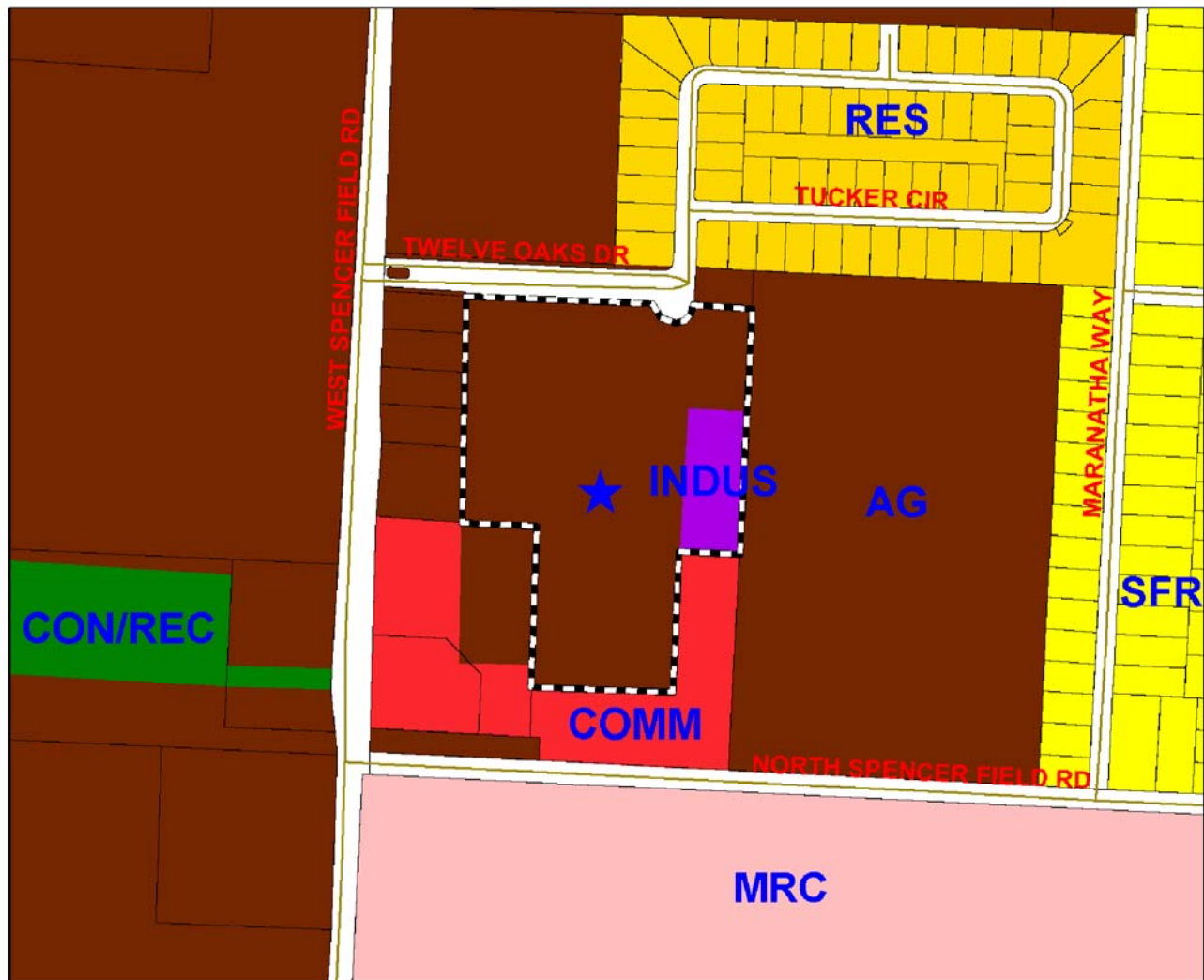
Date: AUG 28, 2007

DRAWING No.

E



# ATTACHMENT "F" - EXISTING FUTURE LAND USE MAP



1 inch equals 400 feet



## Legend

- Streets
- Grand Isle Resorts LSA
- Parcels

## FLUM

- AGRICULTURE (AG)
- SINGLE FAMILY RESIDENTIAL (SFR)
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL (RES)
- COMMERCIAL (COMM)
- CONSERVATION/RECREATION (CON/REC)

- GP SINGLE FAMILY RESIDENTIAL (GPSFR)
- GP RURAL RESIDENTIAL (GPRR)
- BAGDAD HISTORIC DISTRICT (HIS)
- INDUSTRIAL (INDUS)
- MARINA (MARINA)
- MILITARY (MIL)
- MIXED RESIDENTIAL COMMERCIAL (MRC)
- NAVARRE BEACH COMMERCIAL (NBCOMM)
- NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)

- NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
- NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMDHR)
- NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
- NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)
- NAVARRE BEACH UTILITIES (NBU)
- CITY
- RAIL
- WATER

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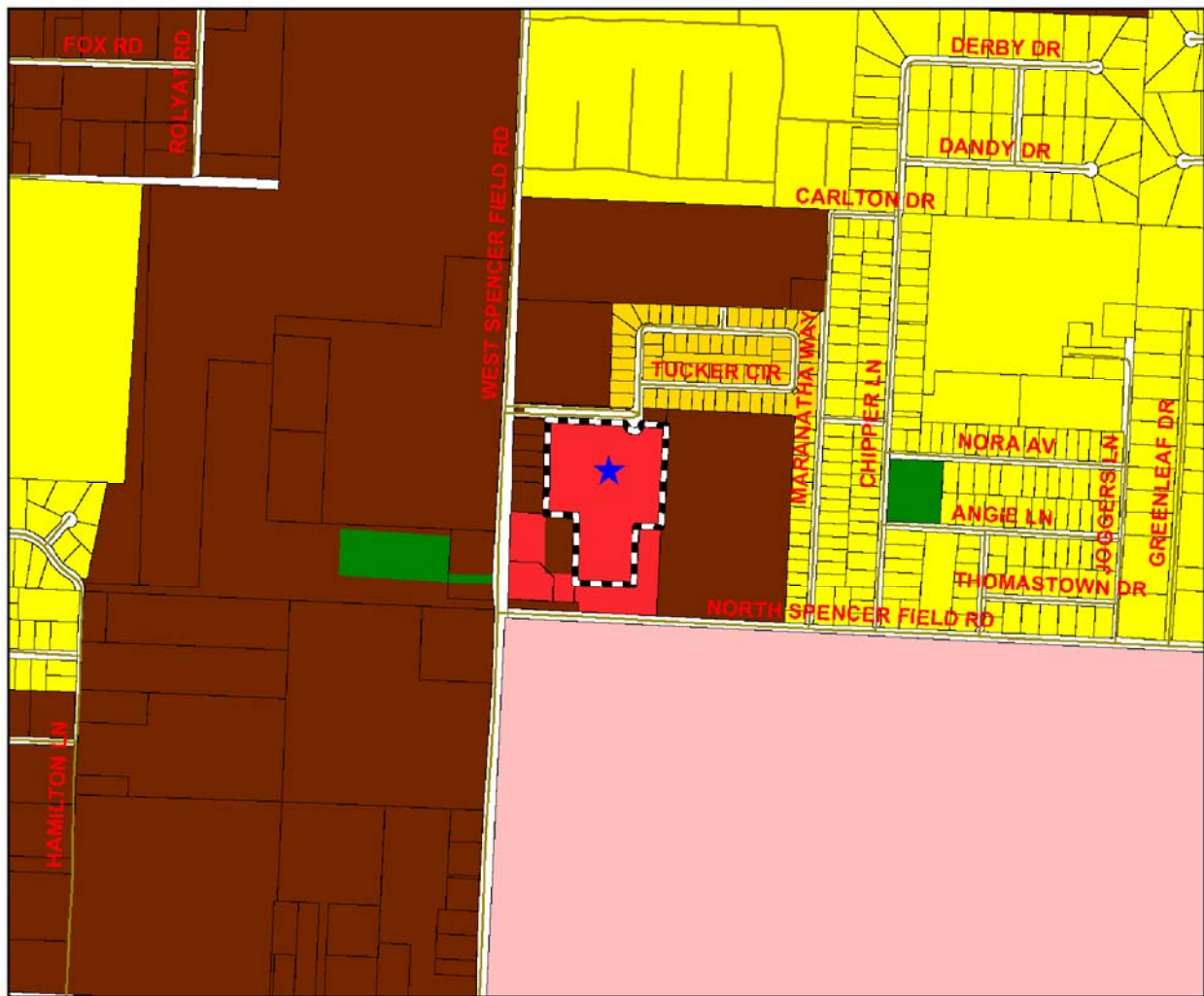
Date: AUG 28, 2007

DRAWING No.

F



# ATTACHMENT "G" - PROPOSED FUTURE LAND USE



1 inch equals 1,000 feet



## Legend

Streets	CONSERVATION/RECREATION (CONREC)	NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
Main Roads	GP SINGLE FAMILY RESIDENTIAL (GPSFR)	NAVARRE BEACH MEDIUM-HIGH DENSITY RESIDENTIAL (NBMDR)
Grand Isle Resorts LSA	GP RURAL RESIDENTIAL (GPRR)	NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
Parcels	BAGDAD HISTORIC DISTRICT (HIS)	NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMR)
<b>FLUM</b>	INDUSTRIAL (INDUS)	NAVARRE BEACH UTILITIES (NBU)
AGRICULTURE (AG)	MARINA (MARINA)	CITY
SINGLE FAMILY RESIDENTIAL (SFR)	MILITARY (MIL)	RAIL
MEDIUM DENSITY RESIDENTIAL	MIXED RESIDENTIAL COMMERCIAL (MRC)	WATER
RESIDENTIAL (RES)	NAVARRE BEACH COMMERCIAL (NBComm)	
COMMERCIAL (COMM)	NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)	

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Telephone 850.438.0400 Fax 850.438.0448

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Job No.: 2007099

Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

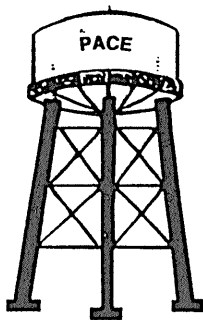
G



ATTACHMENT “H”

**Pace Water Systems  
Water/Sewer Availability Letter**





# Pace Water System, Inc.

August 21, 2007

Mr. Kevin V. Gibson, EI  
Rebol-Battle & Associates  
214 E. Church St.  
Pensacola, FL 32502

Re: Letter of Utility Availability for Rezoning AG to HCD  
Parcel ID 34-2N-29-0000-00623-0000

Dear Mr. Gibson:

Please be advised that both water and sewer services are available and that Pace Water System, Inc. has the capacity to serve said property. Water service is available via a 6" water main on the south side of Twelve Oaks Drive and a 6" water main on the north side of North Spencerfield Road. Sewer service is available via an 8" gravity sewer on Twelve Oaks Drive and a 3" force main on the north side of North Spencerfield Road.

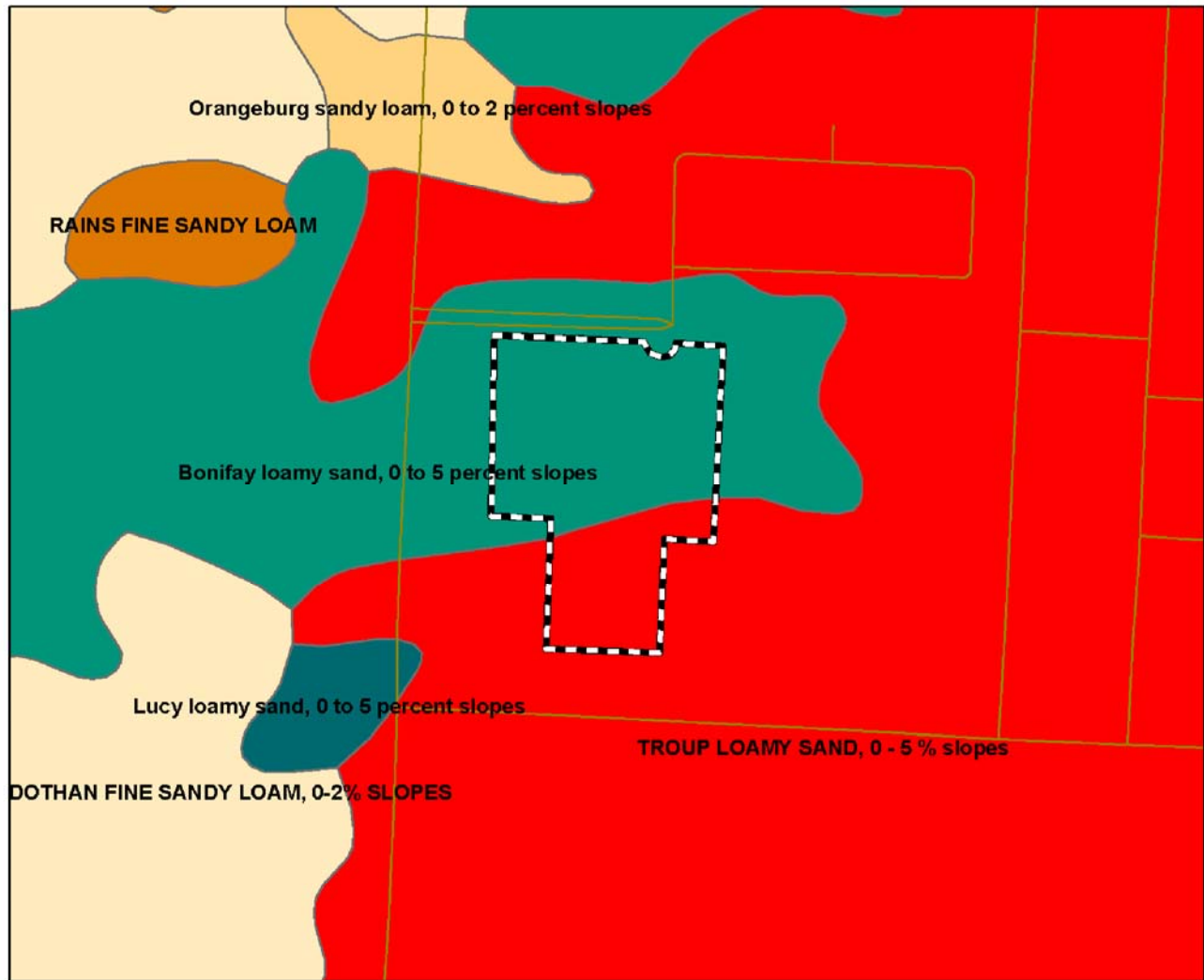
If you have any questions or need additional information please do not hesitate to call.

Sincerely,  
Pace Water System, Inc.

Damon A. Boutwell, PE  
Assistant Manager



# ATTACHMENT "I" - SOILS MAP



1 inch equals 500 feet



## Legend

Streets

Grand Isle Resorts LSA

Soils  
< call other values >

## LEGENDNAME

ALBANY LOAMY SAND, 0-5% SLOPES  
ANGIE VARIANT LOAM  
ARENTS, MODERATELY WET  
BEACHES  
BIBB-KINSTON ASSOCIATION  
BOHICKET-HANDSBORO  
BONIFAY LOAMY SAND, 0-5% SLOPES  
CHEWACLA-WAHEE-RIVERVIEW ASSOCIATION  
COROLLA-DUCKSTON SANDS, GENTLY UNDULATING, FLOODED  
DOROVAN-PAMUJO  
DOTHAN FINE SANDY LOAM, 0-2% SLOPES

DOTHAN FINE SANDY LOAM, 2-5% SLOPES  
DOTHAN FINE SANDY LOAM, 5-8% SLOPES  
ESCAMBIA FINE SANDY LOAM, 0-2% SLOPES  
ESTO LOAM, 0-2% SLOPES  
ESTO LOAM, 5-8% SLOPES  
FOXWORTH SAND, 0-5% SLOPES  
FUQUAY LOAMY SAND, 0-5% SLOPES  
FUQUAY LOAMY SAND, 5-8% SLOPES  
GARCON LOAMY FINE SAND  
GOLDHEAD FINE SAND  
GULLIED LAND  
JOHNS FINE SANDY LOAM  
KALMA LOAMY FINE SAND, 2-5% SLOPES  
KUREB SAND, 0-8% SLOPES  
LAKELAND SAND, 0-5% SLOPES  
LAKELAND SAND, 12-30% SLOPES

LAKELAND SAND, 5-12% SLOPES  
LEON SAND, 0-2% SLOPES  
LUCY LOAMY SAND, 0-5% SLOPES  
LUCY LOAMY SAND, 5-8% SLOPES  
LYNCHBURG FINE SANDY LOAM  
MAXTON LOAMY FINE SAND, 2-5% SLOPES  
MEADOWBROOK FINE SAND  
MULAT LOAMY FINE SAND  
NEWHAM-COROLLA COMPLEX, ROLLING  
ORANGEBURG SANDY LOAM, 0-2% SLOPES  
ORANGEBURG SANDY LOAM, 2-5% SLOPES  
ORANGEBURG SANDY LOAM, 5-8% SLOPES  
ORTEGA SAND, 0-5% SLOPES  
PACTOLUS LOAMY SAND, 0-5% SLOPES  
PICKNEY LOAMY SAND  
PITS

RAINS FINE SANDY LOAM  
RED BAY SANDY LOAM, 0-2% SLOPES  
RED BAY SANDY LOAM, 2-5% SLOPES  
RUTLEGE LOAMY SAND  
TIFTON SANDY LOAM, 0-2% SLOPES  
TIFTON SANDY LOAM, 2-5% SLOPES  
TIFTON SANDY LOAM, 5-8% SLOPES  
TROUP LOAMY SAND, 0-5% SLOPES  
TROUP LOAMY SAND, 5-8% SLOPES  
TROUP LOAMY SAND, 8-12% SLOPES  
TROUP-ORANGEBURG-COWARTS, 5-12% SLOPES  
URBAN LAND  
WATER

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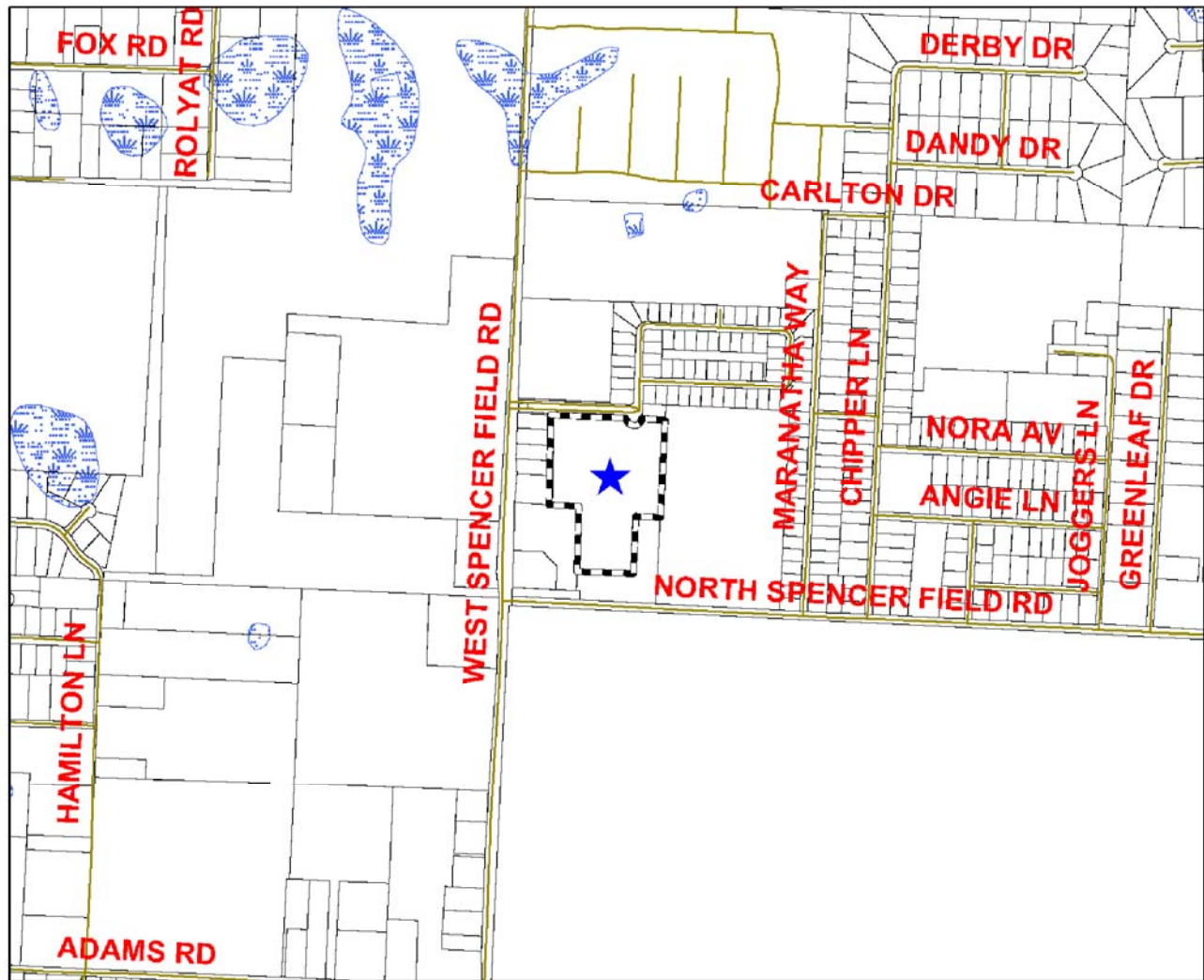
Date: AUG 28, 2007

DRAWING No.

I



# ATTACHMENT "J" - WETLANDS



1 inch equals 1,000 feet



## Legend

- Streets
- Grand Isle Resorts LSA
- Parcels
- Wetlands**
  - Uplands
  - Estuarine
  - Lacustrine
  - Palustrine
  - Riverine
  - Marine
  - No Data

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Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

J



# ATTACHMENT "K" - VEGETATIVE COMMUNITIES



1 inch equals 500 feet



## Legend

Streets	EMBAYMENTS NOT OPENING DIRECTLY INTO THE GULF	OUTSIDE STUDY AREA	TREE PLANTATIONS
Grand Isle Resorts LSA	EMBAYMENTS OPENING DIRECTLY INTO THE GULF	RESERVOIRS	UNCLASSIFIED
gisdata.GISADMIN.VegetativeCommunities	EMERGENT AQUATIC VEGETATION	RIVERINE SANDBARS	UPLAND CONIFEROUS FORESTS
ATLANTIC WHITE CEDAR	FOREST REGENERATION AREAS	SALTWATER MARSHES	UPLAND HARDWOOD FORESTS
BAY SWAMPS	FRESHWATER MARSHES	SAND OTHER THAN BEACHES	VEGETATED NON-FORESTED WETLANDS
BEACHES	GUM SWAMPS	SAND PINES	WETLAND CONIFEROUS FORESTS
BURNED AREAS	INLAND PONDS AND SLOUGHS	SHRUB AND BRUSHLAND	WETLAND FORESTED MIXED
COASTAL SCRUB	INTERMITTENT PONDS	SLOUGH WATERS	WETLAND HARDWOOD FOREST
CONIFEROUS PLANTATIONS	LAKES	STREAM AND LAKE SWAMPS	WETLAND HARDWOOD FORESTS
CROPLAND AND PASTURELAND	MIXED CONIFEROUS/HARDWOOD	STREAMS AND WATERWAYS	WETLAND SCRUB SHRUB
CYPRESS	MIXED RANGELAND	TIDAL FLATS	
DISTURBED LAND	OTHER OPEN LANDS (RURAL)	TREE CROPS	

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Dr. By: CFS

Ck By: PAB

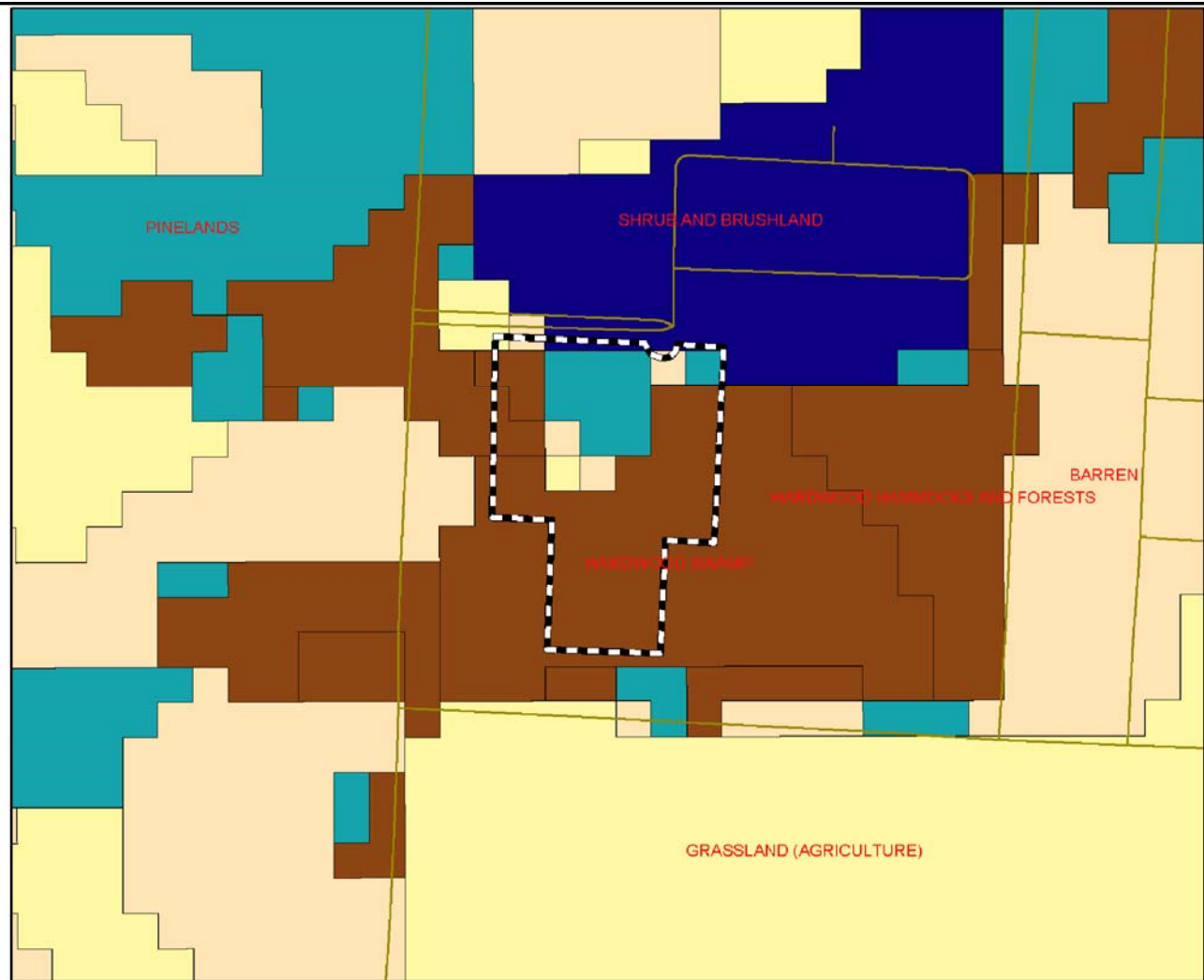
Date: AUG 28, 2007

DRAWING No.

K



# ATTACHMENT "L" - STRATEGIC HABITAT



1 inch equals 500 feet



## Legend

Streets	CYPRESS SWAMP	PINELANDS
Grand Isle Resorts LSA	FRESHWATER MARSH AND WET PRAIRIE	SAND PINE SCRUB
BARREN	GRASSLAND (AGRICULTURE)	SANDHILL
BAY SWAMP	HARDWOOD HAMMOCKS AND FORESTS	SHRUB AND BRUSHLAND
BOTTOMLAND HARDWOODS	HARDWOOD SWAMP	SHRUB SWAMP
COASTAL SALT MARSH	MIXED HARDWOOD-PINE FORESTS	XERIC OAK SCRUB
COASTAL STRAND	OPEN WATER	

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Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007099

Scale: NTS

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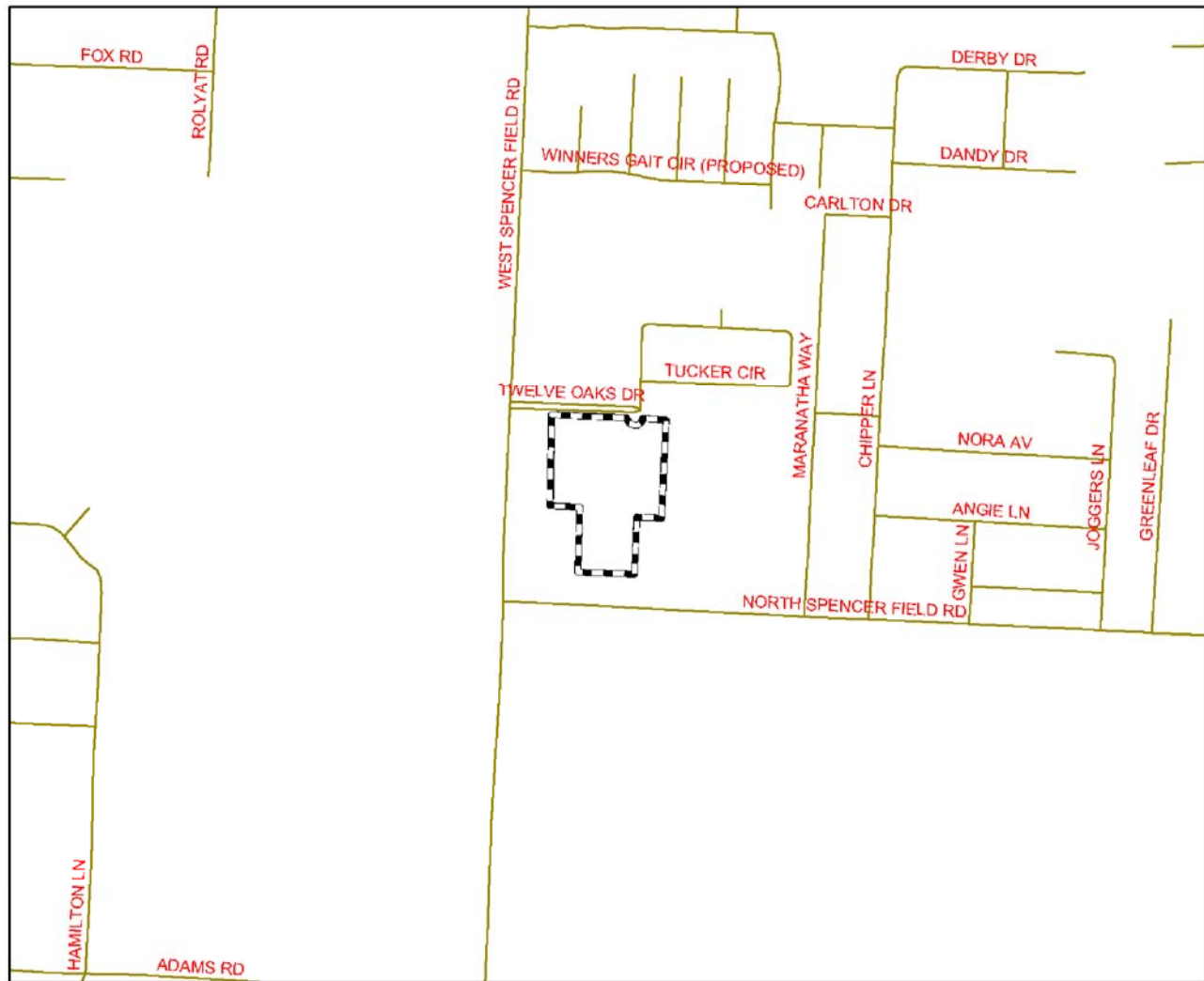
Date: AUG 28, 2007

DRAWING No.

L



# ATTACHMENT "M" - HABITAT AND LANDCOVER



1 inch equals 1,000 feet



## Legend

— Streets

▤ Grand Isle Resorts LSA

### StrategicHabitat

■ Strategic Habitat Conservation

■ Water Bodies

■ Existing Conservation Land

□ Non-Habitat/Conservation Area

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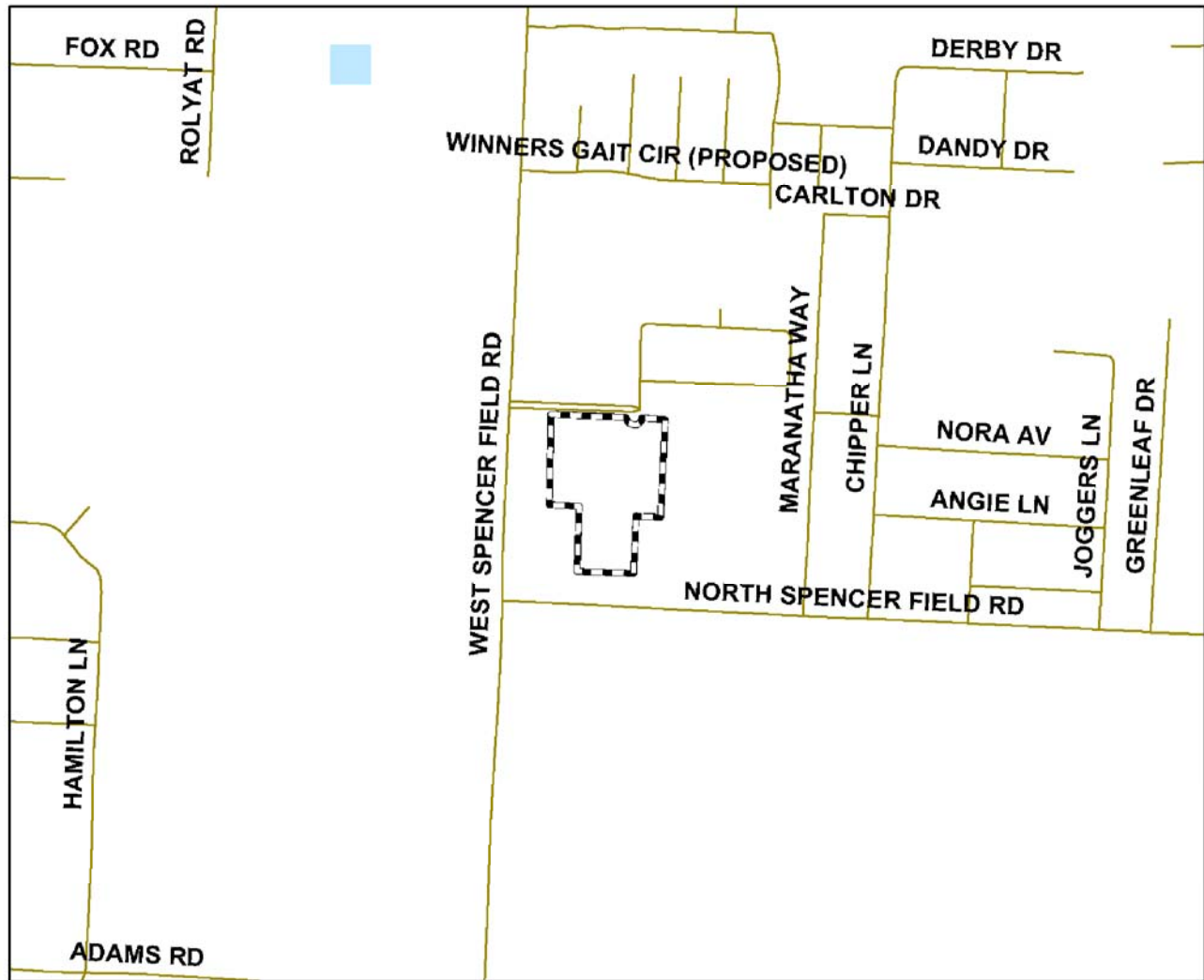
**Date: AUG 28, 2007**

**DRAWING No.**

**M**



# ATTACHMENT "N" - BIODIVERSITY HOTSPOTS



1 inch equals 1,000 feet



## Legend

- Streets
- Grand Isle Resorts LSA
- Biodiversity Hotspots**
  - 3-4 FOCAL SPECIES
  - 5-6 FOCAL SPECIES
  - 7 OR MORE FOCAL SPECIES
  - SPECIES OCCURRENCE RECORD
- Water Bodies
- No Focal Species

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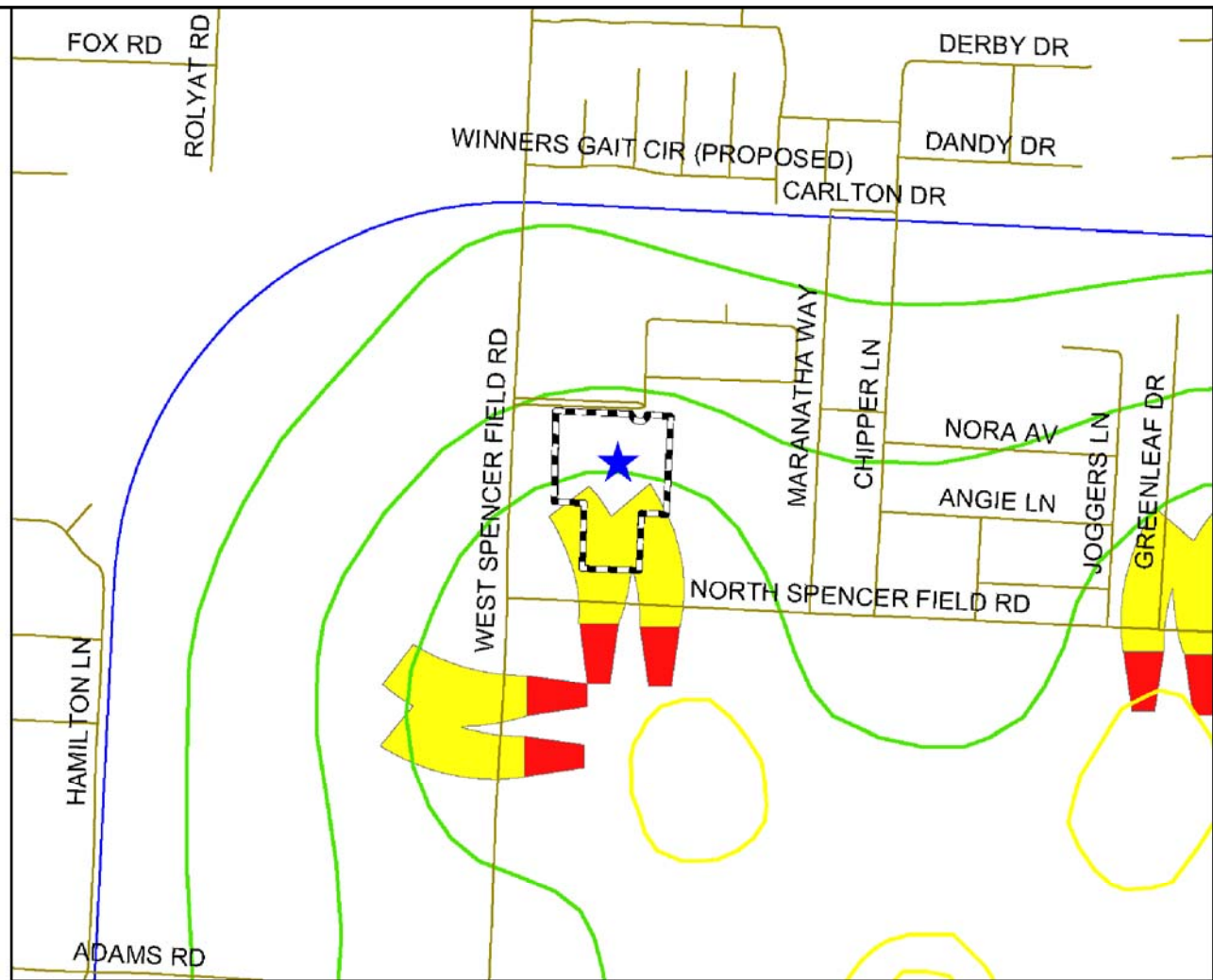
Date: AUG 28, 2007

DRAWING No.

N



# ATTACHMENT "O" - MILITARY AIRPORT ZONE FOR NOLF SPENCER



1 inch equals 1,000 feet



## Legend

- Streets
- Grand Isle Resorts LSA
- noise contours
- DB
- Less than 65db
- 65 - 75db
- Greater than 75db
- APZ
- Accident Potential Zones
- A
- B
- C
- MAZPAZ

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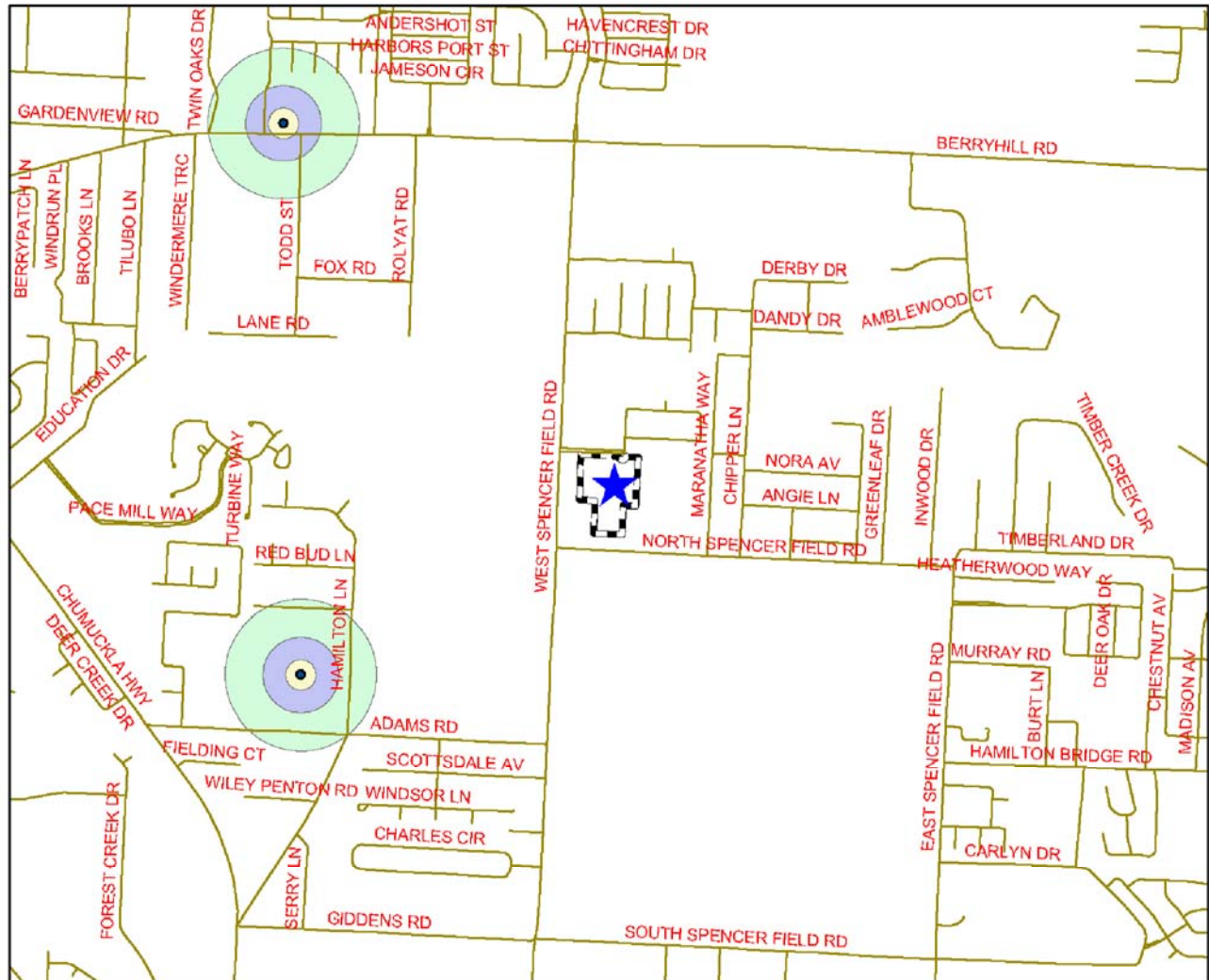
Date: AUG 28, 2007

DRAWING No.

O



# ATTACHMENT "P" - WELLHEAD PROTECTION MAP



1 inch equals 2,000 feet



## Legend

- Streets
- ▣ Grand Isle Resorts LSA
- wells
- 200' Buffer of Potable Water System (DEP)
- 200' floridan\_only
- 500' s&g\_only
- 500' Buffer of Potable Water System (DEP)
- 1000' Buffer of sand and gravel\_only

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Location: SANTA ROSA COUNTY, FLORIDA

Job No.: 2007099

Scale: NTS

Dr. By: CFS

Ck By: PAB

Date: AUG 28, 2007

DRAWING No.

P



ATTACHMENT “Q”

**Traffic Analysis  
with Supporting Documentation**

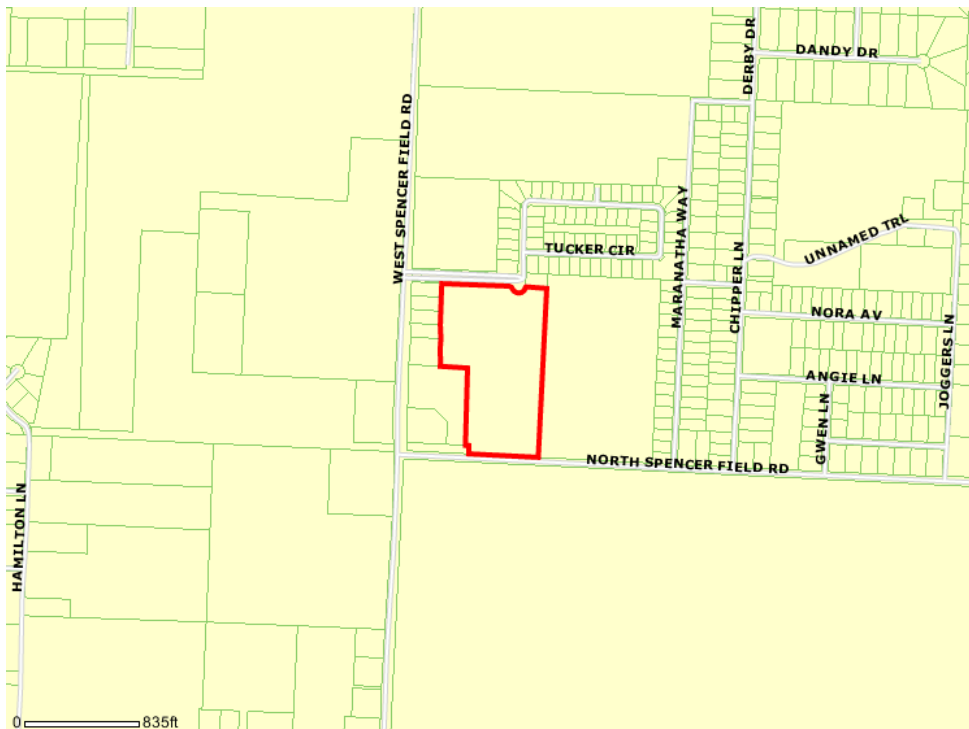


# NORTH SPENCER FIELD DEVELOPMENT

## TRAFFIC ELEMENT

---

Rezoning/ Large Scale Plan Amendment



Prepared for:  
**REBOL-BATTLE AND  
ASSOCIATES**  
Pensacola, Fl

Prepared by:

**EPR**  
Pensacola, Fl



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ASSESSMENT OF TRAFFIC IMPACTS.....	10
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APPENDIX B -TRIP DISTRIBUTION
APPENDIX C -SANTA ROSA COUNTY ROAD SEGMENT REPORT
APPENDIX D -SANTA ROSA COUNTY TRANSPORTATION ELEMENT SUPPORTING DOCUMENTATION
APPENDIX E - FUNDING SOURCES

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## Project Introduction

The purpose of this report is to document the potential transportation impacts created by the requested zoning change and Future Land Use Map (FLUM) Amendment to the Santa Rosa County Comprehensive Policy plan. This change is being requested for a parcel located in Pace, Florida, at the intersection of North Spencer Field Road and West Spencer Field Road. See Figure 1.

The amendment is to redesignate approximately 14.25 acres. Approximately 1.35 of the 14.25 acres are being revised from an Industrial (I) Land Use Code to a Commercial (C) Land Use Code and from an Restricted Industrial District (M-1) to the Highway Commercial District (HCD) zoning. In addition, approximately 12.80 acres are being amended from an Agricultural (AG) Land Use Code to a Commercial (C) Land Use Code and Agricultural (AG) to the Highway Commercial District (HCD) zoning.

Therefore, this analysis will focus on the conversion of the maximum allowable agricultural and industrial scenario to the maximum HCD scenario. All data and analysis will be presented to satisfy all requirements of Chapter 5.06 of the Santa Rosa County Land Development Code.

## Project Details

The proposed project includes the parcel number 34-2N-29-0000-00623-0000. The parcel's acreage under review is 14.15 acres. See Figure 2.

## Scenario Description

The methodology used in the preparation of this traffic report was developed in accordance with standard planning and engineering practices. EPR prepared the necessary traffic analysis to support the change in land use based on the maximum allowable development programs under current and proposed land use and zoning. The following summarizes the development threshold for the existing and proposed land use and zoning:

### Scenario 1

1. Maximum density under Existing Land Use and Zoning for the 1.35 acre section
  - a. Existing Land Use Code is I and existing zoning is M-1
  - b. Permitted Uses - *In this district as a permitted use a building or premises may be used only for the following purposes: All uses permitted in the previous district Community facilities limited to public and private utilities. Commercial activities limited to: Business and professional offices; indoor commercial amusement activities; restricted sales and services; general retail sales services; plant nurseries and landscape services; trade services and repair; vehicular service and maintenance (excerpt from Santa Rosa County Land Development Code Article 6)*

Using the criteria provided by the Santa Rosa County Land Development code, the estimated building size is 24,000 square feet.



2. Maximum density under Existing Land Use and Zoning for 12.80 acre section
  - a. Existing Land Use Code is AG and existing zoning is AG
  - b. Permitted Uses - *In this district as a permitted use a building or premises may be used only for the following purposes: Detached single-family residential structures and mobile homes. Accessory structures and facilities and uses customarily found on farms and used expressly for activities conducted in connection with farming operations, commercial and non-commercial agriculture, poultry, horse and livestock raising, provided all buildings for such accessory uses meet setback requirements for primary buildings.*  
(excerpt from Santa Rosa County Land Development Code Article 6)

According to section 6.05.02 in chapter 6 of the Santa Rosa County Comprehensive Plan, the density of permitted lots would be 1 dwelling unit per acre. The maximum allowable dwelling units for the existing land use and zoning is 12 lots. The highest traffic generator for AG/AG would be single family residential.

Scenario 2 - Maximum density possible under proposed future land use and zoning

- a. Proposed Land Use is Commercial with proposed zoning is HCD
- b. *Permitted Uses - This district is designed to provide for a wide range of uses inappropriate and easily accessible locations adjacent to major transportation corridors and having access to a wide market area. This district is intended to be situated along selected segments of major thoroughfares in the vicinity of major intersections. Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize this district. This district should be situated in the vicinity of existing general commercial uses and should be buffered from residential areas. Refer to Section 6.05.15. (excerpt from Santa Rosa County Land Development Code Article 6)*

The permitted uses include community facilities, business and professional offices, financial and banking services, medical services, indoor commercial amusement activities, funeral homes, restricted sales and services, and restaurants with or without drive-thru facilities.

The probable highest traffic generator -on a parcel site of approximately 14.15 acres- for a proposed future land use of C and a HCD zoning would be a shopping center. The developer has agreed to limit development to 250,000 sq. foot building.

## Trip Generation Summary

A trip generation summary for each Scenario was prepared to determine the trip adjustments between the existing approved land use designation and the proposed. Using the 7<sup>th</sup> Edition of *Trip Generation* by ITE, the roadway impact of adjacent street traffic (daily and peak hour) was calculated as follows:



### **Scenario 1**

ITE Code 814: Specialty Retail

Rates - Equations not available

2.71 trips/Th. Gr. Sq. Ft. = Peak Hour driveway trips

44.32 trips/Th. Gr. Sq. Ft. = Daily driveway trips;

44% entering/56% exiting – Peak Hour

50% entering/50% exiting – Daily

ITE Code 210: Single-Family Detached Housing

Fitted Curve Equation (p. 271 -peak hour) and (p. 269 -daily)

$\ln(T) = 0.90 \ln(X) + 0.53$  = Peak Hour driveway trips

$\ln(T) = 0.92 \ln(X) + 2.71$  = Daily driveway trips;

63% entering/37% exiting – Peak Hour

50% entering/50% exiting – Daily

### **Scenario 2**

ITE Code 820: Shopping Center

Rates - Equations not available

3.75 trips/Th. Gr. Sq. Ft. = Peak Hour driveway trips

42.94 trips/Th. Gr. Sq. Ft. = Daily driveway trips;

48% entering/52% exiting – Peak Hour

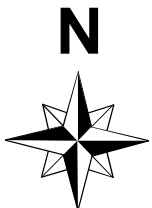
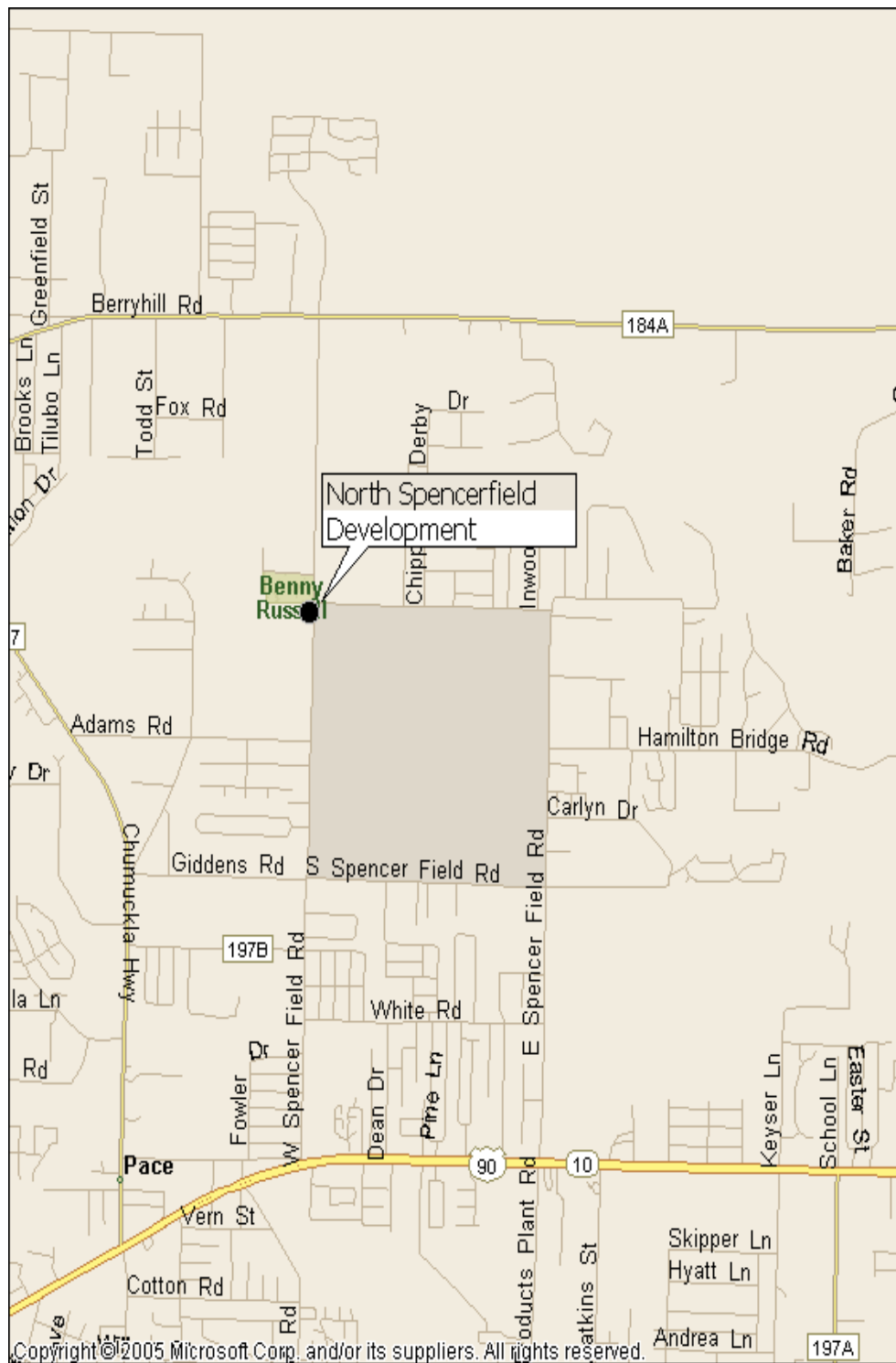
50% entering/50% exiting – Daily

The PM Peak hour trips for each Scenario are summarized in Table 1. The trip calculations were prepared according to the requirements of the Santa Rosa County Initial Test for Traffic Concurrency Worksheets A and B. See Appendix for trip generation worksheets.

According to Santa Rosa County traffic concurrency policy, roadway segments (except for US 98, US 90, SR 281/Avalon Blvd, and CR 197A/Woodbine Road) will be analyzed based on the weekday trip generation. Trip generation for US 98, US 90, SR 281/Avalon Blvd and CR 197A/Woodbine Road roadway segments will be analyzed for weekday PM Peak Hour adjacent street traffic.



## NORTH SPENCERFIELD DEVELOPMENT REZONING/ LARGE SCALE PLAN AMENDMENT



**Figure 1**  
**Vicinity Map**

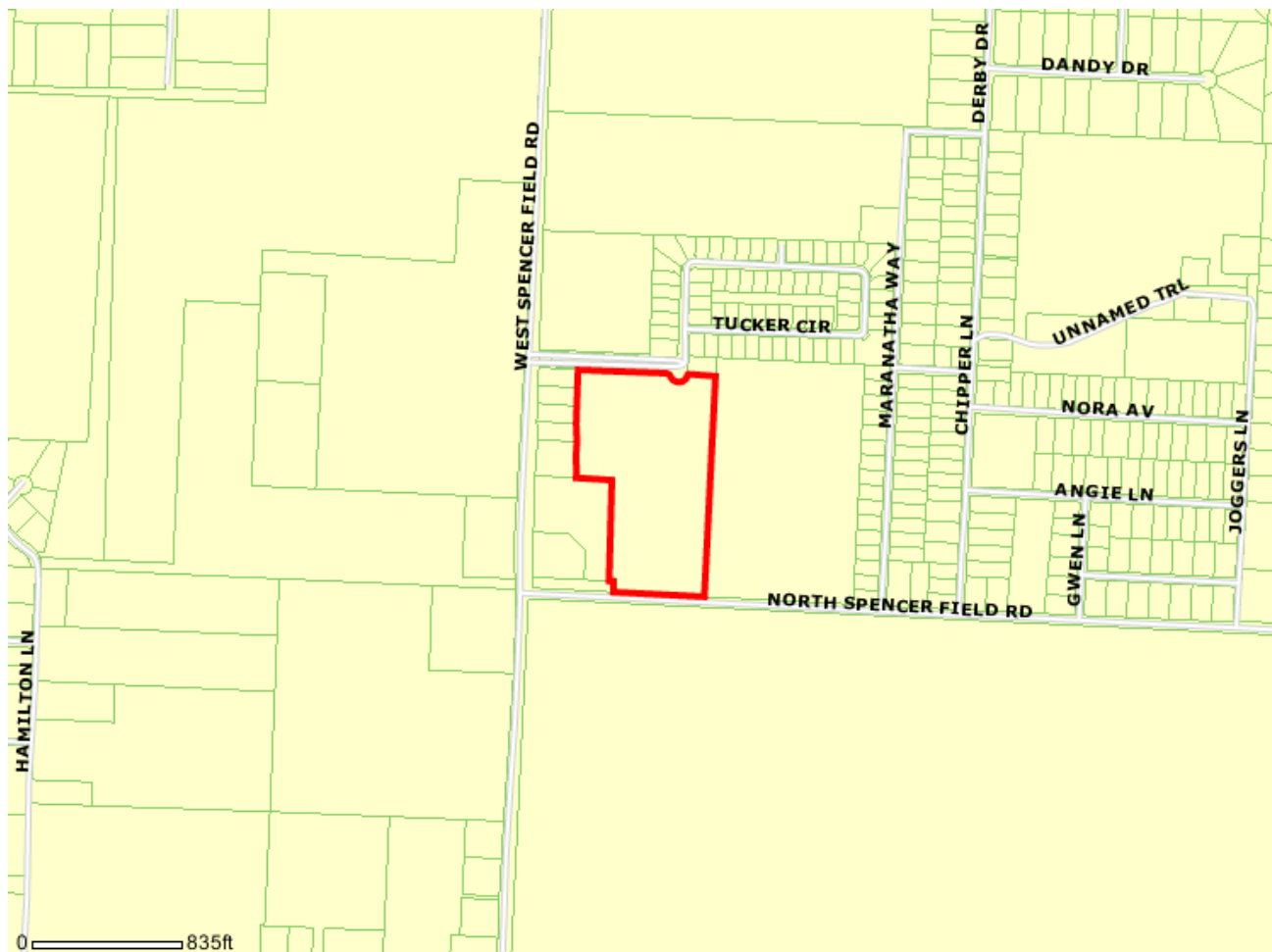
 **Project Site**





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**NORTH SPENCERFIELD DEVELOPMENT  
REZONING/ LARGE SCALE PLAN AMENDMENT**



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**Figure 2  
Boundary Map**



**Table 1 – Trip Generation Summary**

Scenario	Scenario Description	Land Use	Dwelling Units/Acres	ITE Code	Daily Trips	PM PK Hr Trips Total	PM PK Hr Trips Entering	PM PK Hr Trips Exiting
1	Maximum density using existing Land Use & Zoning	I	24 TH. GR. SR.	814	1064	79	35	44
1	Maximum density using existing Land Use & Zoning	AG	12 DU	210	148	16	10	6
2	Maximum density using proposed Land Use & Zoning	HCD	250 TH. GR. SF.	814	8051 (2)	703 (2)	337 (2)	365 (2)

<sup>(1)</sup> PM PK HR – PM Peak Hour

<sup>(2)</sup> Trip Generation calculated according to County guidelines – See worksheet B and A in Appendix. Section B

### Radius of Influence/Project Trip Distribution

According to Santa Rosa County Traffic Concurrency guidelines, the radius of influence for a project of more than 1500 new trips is determined using the following criteria. See appendix for county guidelines and worksheet A.

To all roadway links where the total new trips are equal to or greater than 1% of the generalized LOS maximum allowable volume for the roadway at the adopted LOS Standard whichever is greater.

Using the criteria provided above, the impacted roadway segments were determined and listed in Table 3. The distribution of new trips (for baseline conditions) was calculated using the Santa Road County road segment data and FDOT data. See Appendix for PM Peak Hour and Daily trip distribution analysis.



**Table 2 – Impacted Roadway Segments**  
(No. of New Trips > than 1% of Allowable Volume)

Seg. No.	Type	Description	Start/End	Allowable Volume	1% Allowable Volume	% New Proj. Trips	New Project Trips	New Trips <1% of Allowable Volume
7	PD	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	2090	21	60%	221	No
8	PD	SR 10 (US 90)	East Spencer Field Rd/Bell Ln	2390	24	60%	221	No
9	PD	SR 10 (US 90)	Bell Ln/Avalon Blvd.	2410	24	55%	202	No
10	PD	SR 10 (US 90)	Avalon Blvd./Parkmore Plaza	2400	24	45%	166	No
11	PD	SR 10 (US 90)	Parkmore Plaza/SR 87	2370	24	35%	129	No
12	PD	SR 10 (US 90)	SR 87/Ward Basin Rd	980	10	25%	92	No
13	PD	SR 10 (US 90)	Ward Basin Rd. /Airport Rd	940	9	15%	55	No
14	PD	SR 10 (US 90)	Airport Rd./SR 87S	940	9	15%	55	No
15	PD	SR 10 (US 90)	SR 87S/Okaloosa County Line	690	7	10%	37	No
25	AA	SR 87N	SR 10/SR 89	35700	357	5%	403	No
29	AA	SR 87S	Eglin AFB/SR 10	34700	347	5%	403	No
30	AA	SR 89N	US 90/Hamilton Bridge Rd	34500	345	5%	403	No
31	AA	SR 89N	Hamilton Bridge Rd./SR 87	35700	357	5%	403	No
36	PD	SR 281 (Avalon Blvd)	I-10/Mulat Rd.	1210	12	5%	18	No
37	PD	SR 281(Avalon Blvd.)	Mulat Rd./US 90	1210	12	10%	37	No
39	AA	CR 89 (Ward Basin Rd)	US 90/I-10	14600	146	5%	403	No
41	AA	CR 184A Berryhill	CR 197/SR 89	16500	165	20%	1610	No
42	AA	CR 191(Munson Highway)	SR 87/CR 87A	13600	136	1%	81	Yes
43	AA	CR 191B/281B	CR 197A/SR 281Avalon	10000	100	5%	403	No
44	AA	CR 197(Floridatown)	SR 10/CR 184	10000	100	5%	403	No
45	AA	CR 197 (Chumuckla Hwy)	SR 10/CR 184	14600	146	10%	805	No
47	PD	CR 197A (Woodbine Rd.)	US 90/Guernsey Rd.	1370	14	5%	18	No
48	PD	CR 197A (Woodbine Rd.)	Guernsey Rd./CR 197	1370	14	5%	18	No
49	AA	CR 197A(Bell Lane)	US 90/CR 191B Sterling)	14600	146	5%	403	No
56	AA	CR 184(Quintette Rd.)	Chumuckla/Escambia River	14600	146	5%	403	No
57	AA	CR 191 (Garcon Point Rd)	SR 281/SR 10	13600	136	5%	403	No
58	AA	CR 191 (Garcon Point Rd)	SR 8/Bagdad	14600	146	5%	403	No
60	AA	CR 191 (Willard Norris Rd.)	Chumuckla/SR 87	14600	146	1%	81	Yes
62	AA	CR 191A (Old Bagdad Hwy.)	US 90/CR 191	10900	109	5%	403	No
64	AA	East Spencer Field Rd	US 90/North Spencer Field Rd	14600	146	2%	161	No
65	AA	West Spencer Field Rd	US 90/Berry Hill Rd	14600	146	100%	8051	No

<sup>(1)</sup> Columns 1-4 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix.

According to the results of Table 2, twenty-eight segments fit Santa Rosa County criteria for impacted segments. The segments' new trip volumes are less than the 1% allowable volume.

### Determination of Current and Future Estimated Traffic Impacts

Table 3 summarizes the daily and pm peak hour project trips for each roadway segment and also combines the project trips with current year traffic count and committed trips. This information provides the baseline condition for each of the potentially impacted roadway segments for Scenario 2. Scenario 2 is the maximum density for proposed future land use and zoning.



**Table 3 – Current Traffic Impacts**

Seg. No.	Type	Description	Start/End	Allowable Volume	Existing Traffic	Committed Trips	New Project Trips	Total Trips (2)	Avail. Trips (3)	Segment Status (4)
7	PD	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	2090	1412	433.00	221	2066	24	Yes
8	PD	SR 10 (US 90)	East Spencer Field Rd/Bell Ln	2390	1348	432.00	221	2000.8	389	Yes
9	PD	SR 10 (US 90)	Bell Ln/Avalon Blvd.	2410	1105	383.00	202	1690.4	720	Yes
10	PD	SR 10 (US 90)	Avalon Blvd./Parkmore Plaza	2400	1514	156	166	1835.6	564	Yes
11	PD	SR 10 (US 90)	Parkmore Plaza/SR 87	2370	1738	187	129	2053.8	316	Yes
12	PD	SR 10 (US 90)	SR 87/Ward Basin Rd	980	695	110	92	897	83	Yes
13	PD	SR 10 (US 90)	Ward Basin Rd./Airport Rd	940	537	152.00	55	744.2	196	Yes
14	PD	SR 10 (US 90)	Airport Rd./SR 87S	940	469	111.00	55	635.2	305	Yes
15	PD	SR 10 (US 90)	SR 87S/Okaloosa County Line	690	208	143.00	37	387.8	302	Yes
25	AA	SR 87N	SR 10/SR 89	35700	18700	897	403	19999.6	15700	Yes
29	AA	SR 87S	Eglin AFB/SR 10	34700	7450	2677	403	10529.6	24170	Yes
30	AA	SR 89N	US 90/Hamilton Bridge Rd	34500	19400	35	403	19837.6	14662	Yes
31	AA	SR 89N	Hamilton Bridge Rd./SR 87	35700	14800	262	403	15464.6	20235	Yes
36	PD	SR 281 (Avalon Blvd)	I-10/Mulat Rd.	1210	1083	183.00	18	1284.4	-74	No
37	PD	SR 281(Avalon Blvd.)	Mulat Rd./US 90	1210	894	250.00	37	1180.8	29	Yes
39	AA	CR 89 (Ward Basin Rd)	US 90/I-10	14600	6900	354	403	7656.55	6943	Yes
41	AA	CR 184A Berryhill	CR 197/SR 89	16500	9310	7007	1610	17927	-1427	No
43	AA	CR 191B/281B	CR 197A/SR 281Avalon	10000	3600	1335	403	5337.55	4662	Yes
44	AA	CR 197(Floridatown)	SR 10/CR 184	10000	3600	147	403	4149.55	5850	Yes
45	AA	CR 197 (Chumuckla Hwy)	SR 10/CR 184	14600	8532	4197	805	13534	1066	Yes
47	PD	CR 197A (Woodbine Rd.)	US 90/Guernsey Rd.	1370	943	302	18	1263.4	107	Yes
48	PD	CR 197A (Woodbine Rd.)	Guernsey Rd./CR 197	1370	763	346	18	1127.4	243	Yes
49	AA	CR 197A(Bell Lane)	US 90/CR 191B Sterling)	14600	6200	3546	403	10148.6	4451	Yes
56	AA	CR 184(Quintette Rd.)	Chumuckla/Escambia River	14600	3884	7026	403	11312.6	3287	Yes
57	AA	CR 191 (Garcon Point Rd)	SR 281/SR 10	13600	2100	1176	403	3678.55	9921	Yes
58	AA	CR 191 (Garcon Point Rd)	SR 8/Bagdad	14600	6200	1708	403	8310.55	6289	Yes
62	AA	CR 191A (Old Bagdad Hwy.)	US 90/CR 191	10900	2800	1198	403	4400.55	6499	Yes
64	AA	East Spencer Field Rd	US 90/North Spencer Field Rd	14600	9176	1814	161	11151	3449	Yes
65	AA	West Spencer Field Rd	US 90/Berry Hill Rd	14600	7853	2740	8051	18644	-4044	No

(1) Columns 1-7 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix. AA – Average Annual, PD – Peak Daily

(2) Total trips are the sum of Existing traffic count, Committed and New Project Trips.

(3) Avail Trips (available trips) equals Allowable Volume minus Total Trips.

(4) Segment status Yes – sufficient trips No-insufficient available trips

Table 4 depicts the future capacity conditions associated with the planning years 2010 and 2020. The project traffic was combined with the Years 2010 and 2020 background traffic volumes and compared against the roadway capacities to determine the level of service for the Years 2010 and 2020 traffic conditions. The updated Year 2010 and 2020 AADT is labeled *Revised 2010* and *Revised 2020* AADT.



**Table 4 – 2010 & 2020 Traffic Impacts**

Seg. No.	Description	Start/End	Adopted Service Vol.	2010 AADT	2020 AADT	Project Trips (AADT) (3)	Revised 2010 AADT	Revised 2020 AADT	Segment Status (5)
7	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	35700	41600	50700	4830.6	46431	55531	No
8	SR 10 (US 90)	East Spencer Field Rd/Bell Ln	35700	34100	40800	4830.6	38931	45631	No
9	SR 10 (US 90)	Bell Ln/Avalon Blvd.	35700	34100	40800	4428.05	38528	45228	No
10	SR 10 (US 90)	Avalon Blvd./Parkmore Plaza	53500	45900	56000	3622.95	49523	59623	No
11	SR 10 (US 90)	Parkmore Plaza/SR 87	32700	33500	35700	2817.85	36318	38518	No
12	SR 10 (US 90)	SR 87/Ward Basin Rd	16400	18100	20700	2012.75	20113	22713	No
13	SR 10 (US 90)	Ward Basin Rd./Airport Rd	16400	14700	18000	1207.65	15908	19208	No
14	SR 10 (US 90)	Airport Rd./SR 87S	15500	11900	14800	1207.65	13108	16008	No
15	SR 10 (US 90)	SR 87S/Okaloosa County Line	13800	4000	5000	805.1	4805	5805	Yes
25	SR 87N	SR 10/SR 89	35700	19500	23700	402.55	19903	24103	Yes
29	SR 87S	Eglin AFB/SR 10	32800	9000	11300	402.55	9403	11703	Yes
30	SR 89N	US 90/Hamilton Bridge Rd	32700	17800	19100	402.55	18203	19503	Yes
31	SR 89N	Hamilton Bridge Rd./SR 87	35700	11800	12500	402.55	12203	12903	Yes
36	SR 281 (Avalon Blvd)	I-10/Mulat Rd.	35700	23100	29300	402.55	23503	29703	Yes
37	SR 281(Avalon Blvd.)	Mulat Rd./US 90	35700	22400	27000	805.1	23205	27805	Yes
39	CR 89 (Ward Basin Rd)	US 90/I-10	14600	6400	7700	402.55	6803	8103	Yes
41	CR 184A Berryhill	CR 197/SR 89	14600	9500	9800	1610.2	11110	11410	Yes
43	CR 191B/281B	CR 197A/SR 281Avalon	14600	5100	6300	402.55	5503	6703	Yes
44	CR 197(Floridatown)	SR 10/CR 184	14600	2700	3400	402.55	3103	3803	Yes
45	CR 197 (Chumuckla Hwy)	SR 10/CR 184	14600	6600	8000	805.1	7405	8805	Yes
47	CR 197A (Woodbine Rd.)	US 90/Guernsey Rd.	14600	22800	30300	402.55	23203	30703	No
48	CR 197A (Woodbine Rd.)	Guernsey Rd./CR 197	14600	14200	17300	402.55	14603	17703	No
49	CR 197A(Bell Lane)	US 90/CR 191B Sterling)	14600	8000	12900	402.55	8403	13303	Yes
56	CR 184(Quintette Rd.) (6)	Chumuckla/Escambia River	17300	6500	8412	402.55	6903	8815	Yes
57	CR 191 (Garcon Point Rd)	SR 281/SR 10	14600	2300	3000	402.55	2703	3403	Yes
58	CR 191 (Garcon Point Rd)	SR 8/Bagdad	14600	6200	7700	402.55	6603	8103	Yes
62	CR 191A (Old Bagdad Hwy.)	US 90/CR 191	14600	2500	3100	402.55	2903	3503	Yes
64	East Spencer Field Rd	US 90/North Spencer Field Rd	14600	N/A	N/A	161.02	#VALUE!	#VALUE!	Yes
65	West Spencer Field Rd	US 90/Berry Hill Rd	14600	N/A	N/A	8051	#VALUE!	#VALUE!	Yes

<sup>(1)</sup> Columns 1-3 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix .

<sup>(2)</sup> Columns 4-6 were obtained from the Santa Rosa County Transportation Element Supporting Documentation See Appendix.

<sup>(3)</sup> Project Trips – developed from Trip Distribution worksheets. See Appendix.

<sup>(4)</sup> Revised AADT equals 2010 AADT or 2020 AADT plus Project Trips AADT

<sup>(5)</sup> Segment status Yes – sufficient trips No-insufficient available trips

<sup>(6)</sup> AADT for the year 2010 was obtained from the 2006 FDOT AADT Forecast for site number 219. Using the historical and forecasted AADTs for that segment, it was calculated that the average annual increase in trips from 2007 to 2013 was 2.66%.



Unless otherwise indicated, the 2010 and 2020 AADT and adopted volumes were provided by the Santa Rosa Comprehensive Plan Foundation Documentation. See Appendix. Revised AADT's were calculated by adding the project trips per segments to the provided 2010 and 2020 AADT.

### Assessment of Traffic Impacts

EPR conducted an analysis to evaluate the daily traffic volumes for the study roadway segments. The project traffic combined with the planning period Years 2010 and 2020 background traffic volumes were compared against the roadway capacities to determine the traffic impacts of a proposed FLUM amendment.

Table 3 summarized the current capacity conditions for all proposed impacted segments. As shown in Table 3, no segments exceed capacity under current conditions except for SR 281 (from I-10 to Mulat Rd.), CR 184A Berryhill (from CR 197 to SR 89) and West Spencer Field Rd (from US 90 to Berry Hill Rd).

Table 4 summarizes the future capacity conditions associated with the planning period traffic conditions. As shown in Table 4, analyses indicated that there are no segments exceeding capacity except for the following:

- SR 10 (US 90) from Woodbine Rd to East Spencer Field Rd
- SR 10 (US 90) from East Spencer Field Rd to Bell Ln
- SR 10 (US 90) from Bell Ln to Avalon Blvd.
- SR 10 (US 90) from Parkmore Plaza to SR 87
- SR 10 (US 90) from SR 87 to Ward Basin Rd
- SR 10 (US 90) from Ward Basin Rd. to Airport Rd
- SR 10 (US 90) from Airport Rd. to SR 87S
- CR 197A (Woodbine Rd.) from US 90 to Guernsey Rd.
- CR 197A (Woodbine Rd.) from Guernsey Rd. to CR 197

### Conclusions & Recommendations

Based on the aforementioned documentation and technical analysis, it has been demonstrated that none of the impacted roadway segments will exhibit adverse traffic conditions in the 2010 and 2020 planning periods except for the US 90 segments from Woodbine Road to SR 87S, and Woodbine Road from US 90 to CR 197. However, as documented in Table 4 and in the Santa Rosa County Comprehensive Plan Foundation Documentation, the US 90 segments, from Ward Basin Rd. to Airport Road and the Woodbine segments, will exceed the adopted level of service through the planning period without the inclusion of proposed project's future land use amendment or rezoning.

In an effort to increase capacity and improve the level of service on US 90, Santa Rosa County commissioned a corridor study for the US 90 corridor and through the Florida-Alabama Transportation Planning Organization (FL-AL TPO) established box funds to allow corridor improvements along US 90 to be funded from 2006 through 2011. The Florida Department of Transportation (FDOT) has placed the US 90 Corridor Management



Improvement project in the work program for year 2008 through 2010. Corridor limits are from SR 87 to the Escambia County Line. See Appendix.

In addition to the work program, the FL-AL TPO also includes the six-laning US 90 from Avalon to SR 89 on its project priorities for fiscal year 2008-2012. This project was placed in section B as a number 11 priority. This project includes six-laning the existing facility and adding pedestrian/bicycle facilities. Currently design is being held at 90%. See Appendix.

Santa Rosa County has implemented a new impact fee ordinance. All new development is required to pay transportation impact fees, which will be applied toward the cost of construction for new roadway capacity projects. The amount of fee is determined by the type and location of development. Impact fees may be paid in full or may be paid in installments, as an assessment on the property tax bill. For most developments, impact fees will be due at the time of building permit approval. The only exception is for new subdivision development, which requires the fee to be paid at the time of final plat approval.



# APPENDIX A



North Spencer Field Scenario 1  
Summary of Trip Generation Calculation  
For 24 T.G.L.A. of Specialty Retail Center  
August 30, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.35	0.00	1.00	1064
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.45	0.00	1.00	35
4-6 PM Peak Hour Exit	1.85	0.00	1.00	44
4-6 PM Peak Hour Total	3.30	0.00	1.00	79
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.  
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:  $T = 42.78(X) + 37.66$ ,  $R^2 = 0.69$   
7-9 AM Peak Hr. Total: 0  
 $R^2 = 0$ , 0 Enter, 0 Exit  
4-6 PM Peak Hr. Total:  $T = 2.4(X) + 21.48$   
 $R^2 = 0.98$ , 0.44 Enter, 0.56 Exit  
AM Gen Pk Hr. Total:  $T = 4.91(X) + 115.59$   
 $R^2 = 0.9$ , 0.48 Enter, 0.52 Exit  
PM Gen Pk Hr. Total: 0  
 $R^2 = 0$ , 0 Enter, 0 Exit  
Sat. 2-Way Volume: 0,  $R^2 = 0$   
Sat. Pk Hr. Total: 0  
 $R^2 = 0$ , 0 Enter, 0 Exit  
Sun. 2-Way Volume: 0,  $R^2 = 0$   
Sun. Pk Hr. Total: 0  
 $R^2 = 0$ , 0 Enter, 0 Exit

Source: Institute of Transportation Engineers  
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS



North Spencerfield Scenario 1  
Summary of Trip Generation Calculation  
For 12 Dwelling Units of Single Family Detached Housing  
August 28, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	12.32	0.00	1.00	148
7-9 AM Peak Hour Enter	0.37	0.00	1.00	4
7-9 AM Peak Hour Exit	1.11	0.00	1.00	13
7-9 AM Peak Hour Total	1.49	0.00	1.00	18
4-6 PM Peak Hour Enter	0.83	0.00	1.00	10
4-6 PM Peak Hour Exit	0.49	0.00	1.00	6
4-6 PM Peak Hour Total	1.33	0.00	1.00	16
Saturday 2-Way Volume	11.95	0.00	1.00	143
Saturday Peak Hour Enter	0.97	0.00	1.00	12
Saturday Peak Hour Exit	0.83	0.00	1.00	10
Saturday Peak Hour Total	1.80	0.00	1.00	22

Note: A zero indicates no data available.  
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:  $LN(T) = .92LN(X) + 2.71, R^2 = 0.96$   
7-9 AM Peak Hr. Total:  $T = .7(X) + 9.43$   
 $R^2 = 0.89, 0.25$  Enter, 0.75 Exit  
4-6 PM Peak Hr. Total:  $LN(T) = .9LN(X) + .53$   
 $R^2 = 0.91, 0.63$  Enter, 0.37 Exit  
AM Gen Pk Hr. Total:  $T = .7(X) + 12.05$   
 $R^2 = 0.89, 0.26$  Enter, 0.74 Exit  
PM Gen Pk Hr. Total:  $LN(T) = .89LN(X) + .61$   
 $R^2 = 0.91, 0.64$  Enter, 0.36 Exit  
Sat. 2-Way Volume:  $LN(T) = .94LN(X) + 2.63, R^2 = 0.93$   
Sat. Pk Hr. Total:  $T = .89(X) + 10.93$   
 $R^2 = 0.9, 0.54$  Enter, 0.46 Exit  
Sun. 2-Way Volume:  $T = 8.83(X) + -9.76, R^2 = 0.94$   
Sun. Pk Hr. Total:  $LN(T) = .89LN(X) + .44$   
 $R^2 = 0.88, 0.53$  Enter, 0.47 Exit

Source: Institute of Transportation Engineers  
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS



North Spencer Field Road - Scenario 2  
 Summary of Trip Generation Calculation  
 For 250 T.G.L.A. of Shopping Center  
 August 29, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	42.94	21.38	1.00	10735
7-9 AM Peak Hour Enter	0.63	0.00	1.00	158
7-9 AM Peak Hour Exit	0.40	0.00	1.00	100
7-9 AM Peak Hour Total	1.03	1.40	1.00	258
4-6 PM Peak Hour Enter	1.80	0.00	1.00	450
4-6 PM Peak Hour Exit	1.95	0.00	1.00	488
4-6 PM Peak Hour Total	3.75	2.75	1.00	938
Saturday 2-Way Volume	49.97	22.62	1.00	12493
Saturday Peak Hour Enter	2.58	0.00	1.00	645
Saturday Peak Hour Exit	2.39	0.00	1.00	598
Saturday Peak Hour Total	4.97	3.11	1.00	1243

Note: A zero indicates no data available.  
 Source: Institute of Transportation Engineers  
 Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS



North Spencer Field Road - Scenario 2  
Summary of Trip Generation Calculation  
For 250 T.G.L.A. of Shopping Center  
August 29, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	42.94	21.38	1.00	10735
7-9 AM Peak Hour Enter	0.63	0.00	1.00	158
7-9 AM Peak Hour Exit	0.40	0.00	1.00	100
7-9 AM Peak Hour Total	1.03	1.40	1.00	258
4-6 PM Peak Hour Enter	1.80	0.00	1.00	450
4-6 PM Peak Hour Exit	1.95	0.00	1.00	488
4-6 PM Peak Hour Total	3.75	2.75	1.00	938
Saturday 2-Way Volume	49.97	22.62	1.00	12493
Saturday Peak Hour Enter	2.58	0.00	1.00	645
Saturday Peak Hour Exit	2.39	0.00	1.00	598
Saturday Peak Hour Total	4.97	3.11	1.00	1243

Note: A zero indicates no data available.  
Source: Institute of Transportation Engineers  
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS





### For Office Use Only

Site Plan/Subdivision Number: \_\_\_\_\_

- |                                   |       |
|-----------------------------------|-------|
| <input type="checkbox"/> Fee      | \$250 |
| <input type="checkbox"/> Approved | _____ |
| <input type="checkbox"/> Revise   | _____ |
| <input type="checkbox"/> Failed   | _____ |
| <input type="checkbox"/> Vested   | _____ |

## Schedule A\*: Initial Test for Traffic Concurrency Roadway Impact Analysis Worksheet

*\*(to be used for projects affecting all roadways except US98, US90, Avalon Boulevard and Woodbine Road)*

Project Name: North Spencer Field Rezoning

Parcel Identification Number: 34-2N-29-0000-00623-0000

Project Description: 14.15 acre rezoning project

Worksheet Prepared by: Bonita Player, PE Date: 8/27/07

### A. GENERAL REQUIREMENTS

Check all that apply:

- ☐ The proposed project involves combined land and water area (including submerged land leased area) exceeding three (3) acres, but is not a single family home or residential duplex.
- ☐ The proposed project is a residential development including ten (10) or more dwelling units
- ☒ The proposed project involves more than 1500 square feet of non-residential floor space
- ☐ The development, in aggregate with other requests for a development order (permit), exceeds any of the above limits
- ☐ Existing Levels of Service on the affected roadways are at Level of Service E or lower

If any of the above conditions apply to the proposed project, then the applicant must demonstrate that the development meets traffic concurrency (proceed to Section B).



**B. TRIP GENERATION** (Use the latest edition of Trip Generation from ITE)

ITE Land Use Description and Numerical Code: Scenario 2 – Shopping Center (820)

Page #: \_\_\_\_\_

Independent Variable: ..... TH. GR. SR

Size of Independent Variable: ..... 250 [A]

Average Rate for Weekday: ..... 42.94 [B]

Number of Trips (A x B): ..... 10735 [C]

New Trip Percentage: ..... 75% [D]

Total New Driveway Trips (C x D): ..... 8051 [E]

Driveway Distribution Percentage (entering / exiting): ..... .5 [F]

Total New Trips (E x F): ..... 4025 [G]

**C. AREA OF IMPACT- Attach a map illustrating the area of impact**

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [G] above) must be compared to the table in Section 5.06.03, which is reproduced below.

Total New Trips	Area of Impact to be Analyzed
Less than 500 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
500-1500 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 1500 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.



(Section C continued on page 3)

**B. TRIP GENERATION** (Use the latest edition of Trip Generation from ITE and the capture rates from the Santa Rosa County Land Development Code Table 5.06.02)

ITE Land Use Description and Numerical Code: Scenario 2 – Shopping Center (820)

Page #: \_\_\_\_\_

Independent Variable: ..... TH. GR. SR.

Size of Independent Variable: .....	<u>250</u>	[A]
Average Rate for PM Peak Hour of Adjacent Street Traffic: .....	<u>3.75</u>	[B]
Number of Trips (A x B): .....	<u>938</u>	[C]
New Trip Percentage: .....	<u>75%</u>	[D]
Total New Two-Direction Driveway Trips (C x D): .....	<u>703</u>	[E]
Driveway Distribution Percentage (entering / exiting): .....	<u>52%</u>	[F]
Driveway Entering OR Exiting Trips (E x F): .....	<u>365</u>	[G]
Directional Distribution Factor: .....	<u>1</u>	[H]
Total New Peak Hour Peak Direction Trips: .....	<u>94</u>	[I]

**C. AREA OF IMPACT- Attach a map illustrating the area of impact**

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [I] above) must be compared to the table in section 5.06.03. Since the numbers of trips in this table are given in daily trip numbers and the calculations above are in peak hour, peak direction trip numbers, please refer to the table below to determine the area of impact for the proposed project. This table reflects conversion of the daily trips in Section 5.06.03 to peak hour trips based on average traffic factors (K and D).

Total New Trips (peak hour, peak direction)	Area of Impact to be Analyzed
Less than 30 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
30-80 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 80 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.



*(Section C continued on page 3)*

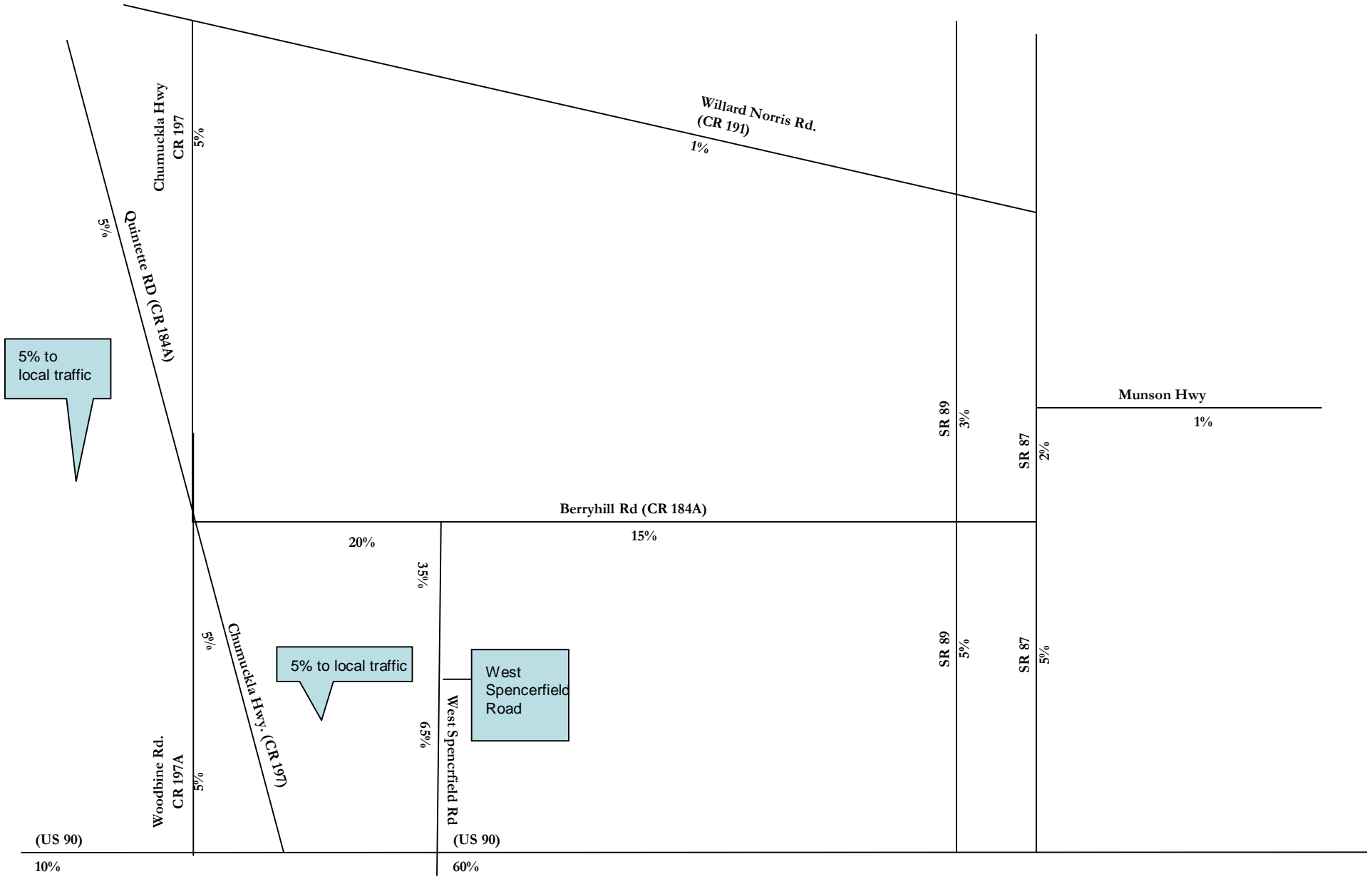
**C. AREA OF IMPACT (CONTINUED)**



# APPENDIX B

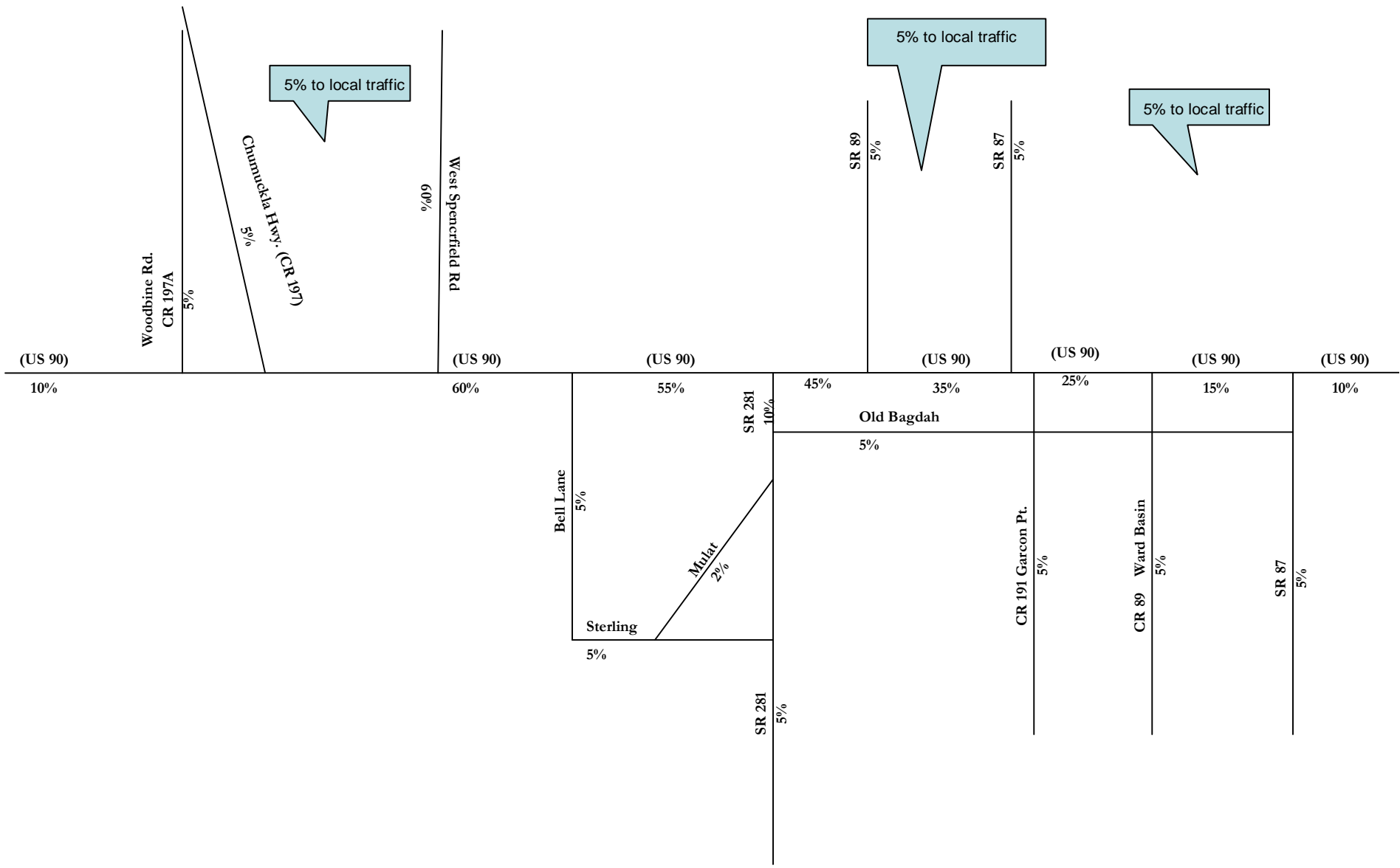


## Trip Distribution Percentages





# Trip Distribution Percentages





# APPENDIX C



SANTA ROSA COUNTY ROAD SEGMENT DATA (EFFECTIVE AUGUST 1, 2007)

Segment	Road Segment Name	FROM:	TO:	Type	Max Service Volume	Current Count	Committed Trips	Background Traffic	Remaining Capacity
1	SR4	ESCAMBIA COUNTY LINE	CR399	AA	8200	5100	0	5100	3000
2	SR4	CR399	OKALOOSA COUNTY LINE	AA	8200	1900	0	1900	5970
3	SR8 (I-10)	ESCAMBIA COUNTY LINE	SR281	AA	49200	36500	131	36631	12700
4	SR8 (I-10)	SR281	SR87	AA	46900	26000	2153	28153	16729
5	SR8(I-10)	SR87	OKALOOSA COUNTY LINE	AA	32300	25500	729	26229	9569
6	SR10 (US90)	SANTA ROSA COUNTY LINE	WOODBINE ROAD	PD	3230	2180	112	2292	938
7	SR10 (US90)	WOODBINE ROAD	EAST SPENCER FIELD ROAD	PD	2090	1412	433	1845	245
8	SR10 (US90)	EAST SPENCER FIELD ROAD	BELL LN	PD	2390	1348	432	1780	610
9	SR10 (US90)	BELL LN	SR 281 (AVALON BLVD)	PD	2410	1105	383	1488	922
10	SR10 (US90)	SR 281 (AVALON BLVD)	PARKMORE PLAZA ROAD	PD	2400	1514	156	1670	730
11	SR10 (US90)	PARKMORE PLAZA ROAD	SR 87 (STEWART ST)	PD	2370	1738	187	1925	445
12	SR10 (US90)	SR 87 (STEWART ST)	WARD BASIN ROAD	PD	980	695	110	805	175
13	SR 10 (US 90)	WARD BASIN RD	AIRPORT ROAD	PD	940	537	152	689	251
14	SR 10 (US 90)	AIRPORT ROAD	SR 87S	PD	940	469	111	580	360
15	SR 10 (US 90)	SR 87S	OKALOOSA COUNTY LINE	PD	690	208	143	351	339
19	SR30 (US98)	E. END OF NAVAL LIVE OAKS	COLLEGE PARKWAY	PD	2670	2029	86	2115	555
20	SR30 (US98)	COLLEGE PARKWAY	CR191B (SOUNDSIDE DRIVE)	PD	2550	1896	81	1977	573
21	SR30 (US98)	CR191B	SUNRISE	PD	2710	1063	260	1323	1387
22	SR30 (US98)	SUNRISE	NAVARRE SCHOOL ROAD	PD	2740	1521	149	1670	1070
23	SR 30 (US 98)	NAVARRE SCHOOL ROAD	PANHANDLE TRAIL	PD	2320	1565	243	1808	512
24	SR 30 (US 98)	PANHANDLE TRAIL	OKALOOSA COUNTY LINE	PD	2800	2143	192	2335	465
25	SR87N	SR10	SR89	AA	35700	18700	897	19597	16103
26	SR87N	SR89	WHITING FIELD ENTRANCE	AA	35700	12437	492	12929	22771
27	SR87N	WHITING FIELD ENTRANCE	ALABAMA STATE LINE	AA	16300	2500	74	2574	13726
28	SR87S	SR30 (US98)	EGLIN AFB SOUTHERN BOUNDARY	AA	35700	14100	1309	15409	20291
29	SR87S	EGLIN AFB SOUTHERN BOUNDARY	SR10 (US90)	AA	34700	7450	2677	10127	24573
30	SR89N	US90	HAMILTON BRIDGE ROAD	AA	34500	19400	35	19435	15065
31	SR89N	HAMILTON BRIDGE ROAD	SR87	AA	35700	14800	262	15062	20638
32	SR89	ALABAMA STATE LINE	POLLARD ROAD (JAY CITY LIMITS)	AA	13000	2100	0	2100	10900
33	SR89	POLLARD ROAD	SHELL ROAD	AA	15000	2800	0	2800	12200
34	SR89	SHELL ROAD	SR87	AA	13000	2400	49	2449	10551
35	SR281 (AVALON BLVD)	US98	I-10	AA	16400	6300	407	6707	9693
36	SR281 (AVALON BLVD)	I-10	MULAT ROAD	PD	1210	1083	183	1266	(56)
37	SR281 (AVALON BLVD)	MULAT ROAD	US 90	PD	1210	894	250	1144	66
38	SR399 (Navarre Beach Bridge)	SR30 (US98)	SOUTH TERMINUS OF BRIDGE	AA	16400	7800	116	7916	8484



Segment	Road Segment Name	FROM:	TO:	Type	Max Service Volume	Current Count	Committed Trips	Background Traffic	Remaining Capacity
39	CR89 (WARD BASIN ROAD)	US90	I-10	AA	14600	6900	354	7254	7346
40	CR184 (HICKORY HAMMOCK ROAD)	SR87	CR89	AA	14600	2844	481	3325	11275
41	CR184A BERRYHILL ROAD	CR197	SR89 (Dogwood)	AA	16500	9310	7007	16317	183
42	CR191 MUNSON HIGHWAY	SR87	CR87A (EAST GATE ROAD)	AA	13600	4300	0	4300	9300
43	CR191B/281B (STERLING WAY)	CR197A	SR281 AVALON BOULEVARD	AA	10000	3600	1335	4935	5065
44	CR197 (FLORIDATOWN ROAD)	US90	DIAMOND ROAD	AA	10000	3600	147	3747	6253
45	CR197 (CHUMUCKLA HIGHWAY)	SR10 (US90)	CR184 (QUINTETTE ROAD)	AA	14600	8532	4197	12729	1871
46	CR197 (CHUMUCKLA HIGHWAY)	CR184	CR191	AA	13600	5800	2050	7850	5750
47	CR197A (WOODBINE ROAD)	US90	Guernsey Road	PD	1370	943	302	1245	125
48	CR 197A (WOODBINE ROAD)	GUERNSEY ROAD	CR197	PD	1370	763	346	1109	261
49	CR197A (BELL LANE)	US90	CR191B (STERLING WAY)	AA	14600	6200	3546	9746	4854
50	CR399 (NVARRE BEACH)	SOUTH TERMINUS OF BRIDGE	ESCAMBIA COUNTY LINE	AA	14600	7800	679	8479	6121
51	CR399 (EAST BAY BOULEVARD)	SR30 (US98)	SR87	AA	14600	9500	1811	11311	3289
52	CR87 (LANGLEY STREET)	SR87	WHITING FIELD MAIN GATE	AA	10000	5500	0	5500	4500
53	CR89 (WARD BASIN ROAD)	SOUTH TERMINUS	I-10	AA	9400	4500	216	4716	4684
54	CR182 (ALLENTOWN ROAD/SCHOOL ROAD)	CHUMUCKLA HIGHWAY	SR89	AA	10700	800	0	800	9900
55	CR182 (ALLENTOWN ROAD)	SR89	SR87	AA	10700	500	0	500	10200
56	CR184 (QUINTETTE ROAD)	CHUMUCKLA HIGHWAY	ESCAMBIA RIVER	AA	14600	3884	7026	10910	3690
57	CR191 (GARCON POINT ROAD)	SR281 (AVALON BLVD)	SR8 (I-10)	AA	13600	2100	1176	3276	10324
58	CR191 (GARCON POINT ROAD)	SR8 (I-10)	BAGDAD	AA	14600	6200	1708	7908	6692
59	CR191 (MUNSON HIGHWAY)	CR87A	SR4	AA	10900	1300	11	1311	9589
60	CR191 (WILLARD NORRIS ROAD)	CHUMUCKLA HIGHWAY	SR87	AA	14600	7700	1724	9424	5176
61	CR191A (ORIOLE BEACH ROAD)	US98	SOUTH TERMINUS	AA	10900	3200	524	3724	7176
62	CR191A (OLD BAGDAD HIGHWAY)	US90	CR191	AA	10900	2800	1198	3998	6902
63	CR191B (SOUNDSIDE DRIVE)	US98	EAST TERMINUS	AA	10900	900	329	1229	9671
64	EAST SPENCER FIELD ROAD	US90	NORTH SPENCER FIELD ROAD	AA	14600	9176	1814	10990	3610
65	WEST SPENCER FIELD ROAD	US90	BERRYHILL ROAD	AA	14600	7853	2740	10593	4007
66	PINE BLOSSOM ROAD	WILLARD NORRIS ROAD	SR89	AA	14600	3371	15	3386	11214
67	GLOVER LANE	US90	BERRYHILL ROAD	AA	14600	9753	241	9994	4606
68	BAY STREET	CR191A	EAST TERMINUS	AA	10900	600	33	633	10267
69	GONDOLIER BOULEVARD	US98	SOUTH TERMINUS	AA	10900	3800	2	3802	7098
70	MULAT ROAD	SR281	CR191B	AA	10000	1812	273	2085	7915
71	HAMILTON BRIDGE ROAD	EAST SPENCER FIELD ROAD	MILTON CITY LIMITS	AA	14600	4400	858	5258	9342



# APPENDIX D



**Table 1A:  
Roadways Under State Jurisdiction and Maintenance Responsibility**

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
1	SR 4	Escambia County Line to CR 399	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	3300 (B)	3500 (B)	3600 (B)	3900 (B)
2	SR 4	CR 399 to Okaloosa County Line	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	1400 (A)	1500 (A)	1700 (A)	2000 (A)
3	SR 8 (I-10)	Escambia County Line to SR 281 (Avalon Blvd.) <u>FIHS Facility</u>	Principal Arterial	4	Divided	Urban	C (52,000)	44,500 (C)	50,900 (C)	59,500 (D)	76,800 (F)
4	SR 8 (I-10)	SR 281 (Avalon Blvd.) to SR 87 <u>FIHS Facility</u>	Principal Arterial	4	Divided	Transitioning	C (52,500)	27,600 (B)	30,900 (B)	36,400 (B)	47,500 (C)
5	SR 8 (I-10)	SR 87 to Okaloosa County Line <u>FIHS Facility</u>	Principal Arterial	4	Divided	Rural Undeveloped	B (35,300)	20,500 (A)	22,300 (B)	25,900 (B)	33,000 (B)
6	SR 10 (US 90)	Santa Rosa County Line to Woodbine Road	Minor Arterial	4	Divided	Urban	D (35,700)	35,500 (D)	40,200 (F)	45,100 (F)	55,000 (F)
7	SR 10 (US 90)	Woodbine Road to East Spencer Field Road	Minor Arterial	4	Divided	Urban	D (35,700)	34,800 (D)	37,700 (F)	41,600 (F)	50,700 (F)



Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
8	SR 10 (US 90)	East Spencer Field Road to SR 281 (Avalon Blvd.)	Minor Arterial	4	Divided	Urban	D (35,700)	26,800 (B)	30,700 (C)	34,100 (D)	40,800 (F)
9	SR 10 (US 90)	SR 281 (Avalon Blvd.) to Parkmore Plaza Rd	Minor Arterial	4	Undivided	Urban	D (35,700)	38,400 (F)	41,600 (F)	45,900 (C)	56,000 (F)
<b>US90 to be six-laned by 2010</b>				<b>6</b>	<b>Divided</b>		<b>(53,500)</b>				
10	SR 10 (US 90)	Parkmore Plaza Road to SR 87 (Stewart Street)	Minor Arterial	2	Undivided	Urban	D (32,700)	29,500 (D)	32,300 (D)	33,500 (E)	35,700 (F)
11	SR 10 (US 90)	SR 87 (Stewart Street) to Ward Basin Road	Minor Arterial	2	Undivided	Urban	D (16,400)	15,000 (D)	16,800 (E)	18,100 (F)	20,700 (F)
12	SR 10 (US 90)	Ward Basin Road to Airport Road	Minor Arterial	2	Undivided	Urban	D (16,400)	11,500 (C)	13,100 (C)	14,700 (D)	18,000 (F)
13	SR 10 (US 90)	Airport Road to SR87S	Principal Arterial	2	Undivided	Transitioning	D (15,500)	9200 (C)	10,400 (C)	11,900 (C)	14,800 (D)
14	SR 10 (US 90)	SR87S to Okaloosa County Line	Principal Arterial	2	Undivided	Rural Undeveloped	D (13,800)	3200 (B)	3500 (B)	4000 (B)	5000 (B)
15	SR 30 (US 98)	Escambia County Line to Fairpoint Road	Principal Arterial	6	Divided	Urban	D (53,500)	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>



Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
16	SR 30 (US 98)	Fairpoint Road to Pensacola Beach Blvd.	Principal Arterial	6	Divided	Urban	D (53,500)	City of Gulf Breeze	City of Gulf Breeze	City of Gulf Breeze	City of Gulf Breeze
17	SR 30 (US 98)	Pensacola Beach Blvd. To East End of Naval Live Oaks/Gulf Breeze City Limits	Principal Arterial	4	Divided	Urban	D (35,700)	City of Gulf Breeze	City of Gulf Breeze	City of Gulf Breeze	City of Gulf Breeze
18	SR 30 (US 98)	East End of Naval Live Oaks to College Parkway	Principal Arterial	4	Divided	Urban	D (35,700)	40,000 (F)	43,200 (F)	47,700 (F)	56,700 (F)
19	SR 30 (US 98)	College Parkway to CR191B (Soundside Drive)	Principal Arterial	4	Divided	Urban	D (35,700)	35,000 (D)	41,100 (F)	48,400 (F)	62,900 (F)
20	SR 30 (US 98)	Soundside Drive to Sunrise Drive	Principal Arterial	4	Divided	Transitioning	D (34,200)	26,000 (B)	31,400 (C)	37,100 (F)	48,500 (F)
21	SR 30 (US 98)	Sunrise Drive to Navarre School Road	Principal Arterial	4	Divided	Transitioning	D (34,200)	24,700 (B)	28,900 (C)	35,200 (F)	52,000 (F)
22	SR 30 (US 98)	Navarre School Road to Panhandle Trail	Principal Arterial	4	Divided	Transitioning	D (34,200)	31,300 (C)	35,800 (F)	42,000 (F)	54,400 (F)
23	SR 30 (US 98)	Panhandle Trail to Okaloosa County Line	Principal Arterial	4	Divided	Urban	D (35,700)	32,600 (C)	39,000 (F)	44,700 (F)	56,200 (F)



Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
24	SR 87N (Stewart Street)	SR 10 to SR 89	Major Arterial	4	Divided	Urban	E (35,700)	16,300 (B)	17,600 (B)	19,500 (B)	23,700 (B)
25	SR 87N	SR 89 to Whiting Field Entrance	Major Arterial	4	Divided	Transitioning	D (34,200)	9300 (B)	10,100 (B)	11,100 (B)	13,500 (B)
26	SR 87N	Whiting Field Entrance to Alabama State Line	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	2400 (A)	3100 (B)	3300 (B)	3900 (B)
27	SR 87S	SR 30 (US 98) to Eglin Southern Boundary <u>FIHS Facility</u>	Minor Arterial	4	Divided	Transitioning	C (32,800)	10,300 (B)	11,900 (B)	13,300 (B)	16,100 (B)
<b>SR87S to be four-laned in FY 01/02</b>											
28	SR 87S	Eglin Southern Boundary to SR10 (US 90) <u>FIHS Facility</u>	Minor Arterial	2	Undivided	Transitioning	C (13,300)	6800 (C)	7900	9000	11,300
<b>SR87S to be four-laned by 2005</b>				<b>4</b>	<b>Divided</b>		<b>(32,800)</b>		<b>(B)</b>	<b>(B)</b>	<b>(B)</b>
29	SR 89N	US 90 to Hamilton Bridge Road	Minor Arterial	4	Divided	Urban	D (32,700)	15,000 (C)	17,200 (C)	17,800 (C)	19,100 (C)



Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
30	SR 89N	Hamilton Bridge Road to SR 87	Minor Arterial	4	Divided	Urban	E (35,700)	10,500 (B)	11,500 (B)	11,800 (B)	12,500 (B)
31	SR 89	Alabama State Line to Pollard Road	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	1700 (A)	1800 (A)	2000 (A)	2500 (A)
32	SR 89	Pollard Road to Shell Road (Jay City Limits)	Minor Arterial	2	Undivided	Rural Developed	D (17,300)	2600 (B)	3000 (B)	3400 (B)	4100 (B)
33	SR 89	Shell Road to SR 87	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	2000 (A)	2200 (A)	2400 (A)	2900 (A)
34	SR281 (Avalon Blvd)	US98 to SR8 (I-10)		2	Undivided	Transitioning	D (15,500)	5100 (C)	5500 (C)	6800 (C)	9400 (C)
35	SR 281 (Avalon Road)	SR 8 (I-10) to Mulat Road	Minor Arterial	2	Undivided	Urban	D (16,400)	16,700 (E)	20,100 (F)	23,100	29,300
<b>SR281 to be four-laned by 2010</b>				<b>4</b>	<b>Divided</b>		<b>35,700</b>			<b>(B)</b>	<b>(B)</b>
36	SR 281	Mulat Road to US90				Urban	(16,400)	17,500 (F)	20,100 (F)	22,400	27,000
<b>SR281 to be four-laned by 2010</b>				<b>4</b>	<b>Divided</b>		<b>35,700</b>			<b>(B)</b>	<b>(B)</b>
37	SR 399	SR 30 (US 98) to CR399	Urban Collector	2	Undivided	Urban	E (16,400)	6100 (B)	6800 (B)	7400 (B)	8600 (B)



**Table 1B:  
Roadways Under County Jurisdiction and Maintenance Responsibility**

<b>Ref. #</b>	<b>Road Name</b>	<b>From/To</b>	<b>Functional Classification</b>	<b>No. Of Lanes</b>	<b>Facility Type</b>	<b>LOS Area</b>	<b>Adopted LOS Std. &amp; (Max Service Vol.)</b>	<b>2001 AADT &amp; (LOS)</b>	<b>2005 AADT &amp; (LOS)</b>	<b>2010 AADT &amp; (LOS)</b>	<b>2020 AADT &amp; (LOS)</b>
38	CR 89 (Ward Basin Rd)	US 90 to I-10	Minor Arterial	2	Undivided	Urban	D (14,600)	4400 (C)	5800 (C)	6400 (C)	7700 (C)
39	CR 184 (Hickory Hammock Road)	SR 87 to CR 89	Minor Collector	2	Undivided	Urban	D (14,600)	2600 (C)	2800 (C)	3100 (C)	3800 (C)
40	CR 184A (Berryhill Road)	CR 197 to SR 89	Minor Collector Urban Collector	2	Undivided	Urban	D (14,600)	8300 (C)	9400 (C)	9500 (C)	9800 (C)
41	CR 191 (Munson Highway)	SR 87 to CR 87A (East Gate Road)	Urban Collector Major Collector	2	Undivided	Urban	D (14,600)	4600 (C)	4700 (C)	5000 (C)	5700 (C)
42	CR 191B/281B (Sterling Way)	CR 197A to Avalon Boulevard		2	Undivided	Urban	D (14,600)	4300 (C)	4700 (C)	5100 (C)	6300 (C)
43	CR 197 (Floridatown Road)	US 90 to Diamond Road		2	Undivided	Urban	D (14,600)	2300 (C)	2500 (C)	2700 (C)	3400 (C)



Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
44	CR 197 (Chumuckla Hwy)	US 90 to CR 184 (Quinette Road)	Minor Arterial	2	Undivided	Urban	D (14,600)	8300 (C)	9300 (D)	10,600 (D)	13,200 (D)
45	CR 197 (Chumuckla Hwy)	CR 184 to CR 191	Minor Collector	2	Undivided	Urban	D (14,600)	5500 (C)	5900 (C)	6600 (C)	8000 (C)
46	CR 197A (Woodbine Road)	US 90 to Guernsey Road	Urban Collector	2	Undivided	Urban	D (14,600)	13,500 (D)	19,000 (F)	22,800 (F)	30,300 (F)
47	CR 197A (Woodbine Road)	Guernsey Road to CR197	Urban Collector	2	Undivided	Urban	D (14,600)	11,900 (D)	12,900 (D)	14,200 (D)	17,300 (F)
48	CR 197A (Bell Lane)	US 90 to CR 191B	Urban Collector	2	Undivided	Urban	D (14,600)	4700 (C)	6600 (C)	8700 (C)	12,900 (C)
49	CR 399	South Approach of Navarre Beach Bridge to Escambia County Line	Major Collector	2	Undivided	Transitioning	D (18,200)	6100 (B)	6800 (B)	7400 (C)	8600 (C)



Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
50	CR 399 (East Bay Boulevard)	US 98 to SR 87	Minor Collector	2	Undivided	Transitioning	D (15,500)	8000 (C)	9300 (C)	10,900 (C)	14,100 (D)
51	CR 87 (Langley St)	SR 87 to Whiting Main Gate	Collector	2	Undivided	Urban	D (14,600)	6200 (C)	6700 (C)	7400 (C)	9000 (C)
52	CR 89 (Ward Basin Rd.)	South end to I-10	Collector	2	Undivided	Urban	D (14,600)	3800 (C)	4100 (C)	4500 (C)	5500 (C)
53	CR 182 (Allentown Rd./ School Rd.)	Chumuckla Highway to SR 89	Collector	2	Undivided	Rural Undeveloped	D (13,800)	500 (A)	500 (A)	600 (A)	700 (A)
54	CR 182 (Allentown Road)	SR 87 to SR 89	Collector	2	Undivided	Rural Undeveloped	D (13,800)	500 (A)	500 (A)	600 (A)	700 (A)
55	CR 184 (Quintette Rd.)	Chumuckla Hwy. to Escambia River	Collector	2	Undivided	Rural Developed	D (17,300)	No Count	No Count	No Count	No Count
56	CR 191 (Garcon Point Road)	CR 281 to I-10	Collector	2	Undivided	Urban	D (14,600)	1300 (C)	1900 (C)	2300 (C)	3000 (C)



Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
57	CR 191 (Garcon Point Road)	1-10 to Bagdad	Collector	2	Undivided	Urban	D (14,600)	4900 (C)	5500 (C)	6200 (C)	7700 (C)
58	CR 191 (Munson Highway)	SR87A to Coldwater Creek	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
59	CR 191 (Willard Norris Rd.)	Chumuckla Hwy. to SR 87	Collector	2	Undivided	Urban	D (14,600)	7600 (C)	8400 (C)	9700 (D)	12,400 (D)
60	CR 191A (Oriole Beach Rd.)	US 98 to South End	Collector	2	Undivided	Urban	D (14,600)	3300 (C)	3600 (C)	3900 (C)	4800 (C)
61	CR 191A (Old Bagdad Hwy.)	US 90 to Bagdad	Collector	2	Undivided	Urban	D (14,600)	2100 (C)	2300 (C)	2500 (C)	3100 (C)
62	CR 191B (Soundside Dr.)	US 98 to East End	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
63	East Spencer Field Rd	US 90 to North Spencer Field Road	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count



Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
64	West Spencer Field Rd.	US 90 to Berryhill Road	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
65	Pine Blossom Road	Willard Norris Road to SR 89	Collector	2	Undivided	Rural Developed	D (17,300)	No Count	No Count	No Count	No Count
66	Glover Lane	US 90 to Berryhill Road	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
67	Bay Street	CR 191A to East End	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
68	Gondolier Blvd.	Entrance to Villa Venyce	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
69	Mulat Road	SR 181 to CR 191B	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
70	Hamilton Bridge Road	East Spencer Field to Berryhill Road	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count



# APPENDIX E



## Florida Department of Transportation Work Program

2008-2012 ADOPTED  
Last Update: 8/21/2007 - 03:00 AM

District 3 - SANTA ROSA County

Category: **Highways**  
Item Number: **409792-1**

Transportation System Description	District		Length	Type of Work		Item
	Fiscal Year:	2008	2009	2010	2011	2012
	Category: Highways					
Non-intrastate State Highway	03 - Santa Rosa County		27.923 Miles	Corridor Improvement		409792-1
SR 10 (US 90) CORRIDOR MANAGEMENT_ IMPROVEMENT PROJECTS						
Preliminary Engineering	\$5,000					
Construction (On-Going)			\$718,036	\$750,000		

[Click here to review the contact information for the content presented in this web site](#)



## Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded by State and Federal Revenue

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
01	Corridor Management Plan/Studies	Box \$150,000 Annually for Corridor Management Plan/Studies	Corridor Management Team Study/TPO 2025 Cost Feasible Plan/Forecasted Revenues	TBA	Construction	FY 2008	\$150,000
					Construction	FY 2009	\$150,000
					Construction	FY 2010	\$150,000
					Construction	FY 2011	\$150,000
					Construction	FY 2012	\$150,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
02	Corridor Management Plan Improvements	Box \$1,500,000 Annually for Corridor Management Plan Improvements	Corridor Management Team Study/TPO 2025 Cost Feasible Plan/Forecasted Revenues	TBA	Construction	FY 2008	\$1,500,000
					Construction	FY 2009	\$1,500,000
					Construction	FY 2010	\$1,500,000
					Construction	FY 2011	\$1,500,000
					Construction	FY 2012	\$1,500,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
03	Public Transportation Operational Improvements	Box \$150,000 Annually for Public Transportation Operational Improvements	TPO 2025 Plan Update, Cost Feasible Plan/Forecasted Revenues	TBA	Operations	FY 2008	\$150,000
					Operations	FY 2009	\$150,000
					Operations	FY 2010	\$150,000
					Operations	FY 2011	\$150,000
					Operations	FY 2012	\$150,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
04	Bicycle/Pedestrian Projects Fund Box	Box \$300,000 Annually for Bicycle/Pedestrian Projects. Construct bicycle and pedestrian improvements as identified in the TPO's Bicycle/Pedestrian Plan. See Section C of the Enhancement Projects for the listings.	TPO 2025 Plan Update, Cost Feasible Plan/Forecasted Revenues	TBA	Construction	FY 2008	\$300,000
					Construction	FY 2009	\$300,000
					Construction	FY 2010	\$300,000
					Construction	FY 2011	\$300,000
					Construction	FY 2012	\$300,000